



Readers Reply To Survey On Board Meeting

MAXWELL AFB, Ala. — A total of 58 persons replied to the survey concerning the 1978 National Board meeting in Phoenix which was published in the October issue of Civil Air Patrol News.

The survey was headed with the question: "What would you do to make the Civil Air Patrol National Board meeting better next year?"

In releasing the results of the survey, a CAP official here called the replies "honest and candid, some favorable, some not so favorable." However, he added that "all of them are constructive."

"The survey," he commented, "was beneficial and should help us to improve in many areas. We needed your candid input and we thank you for giving us your thoughts."

"We shall strive to improve in Salt Lake City," he added, "and in the years ahead." Salt Lake City is scheduled to be the site of the 1979 National Board meeting.

In tabulating the replies, the CAP spokesman pointed out that

not only had people bothered to answer the survey but that most of them took added time to give useful and constructive comments.

First item on the survey was the Convention Site which 39 persons rated as "Excellent." In the question on Hotel Staff and Housekeeping, only slightly fewer — 24 and 36 respectively — gave ratings of "Excellent." Two persons, however, gave Housekeeping a "Poor" rating.

Thirty-two people gave CAP Registration an "Excellent" score but three said it was only "Fair" and one person gave it a "Poor" rating.

The CAP Registration Fee, Processing Time and Accessibility each received 20 "Excellents" and 20 ratings of "Good." CAP Information did not rate as high with three people scoring it as "Poor."

The Bookstore and the Supply Depot both received generally high marks with only one rating of "Poor."

The Cocktail Hour preceding the Saturday night banquet met (See SURVEY, Page 2)

First Two Saves Made In '79

TACOMA, Wash. — Civil Air Patrol tallied its first two lives saved in 1979 when the Washington Wing located the crash of a red and white Cessna on Jan. 30.

The plane, with two persons on board, was on a local flight in this area with no flight plan filed. It took off in mid-afternoon on Jan. 29 and a search, under the direction of a Washington state agency, was initiated for them five hours later.

Civil Air Patrol was called into the effort and put up search planes at first light on Jan. 30. CAP search crews used airborne direction-finding equipment to track an ELT (emergency locator transmitter) signal being heard in the Tacoma area. The signal was traced to the crash at the 14,000-foot level on Mt. Ranier.

A helicopter from Ft. Lewis was called in to remove the victims to Paradise Inn in the park at Mt. Ranier. They were later moved to a Tacoma hospital.

Two saves were credited to F.D. McSpadden and J. Loftus, both members of the Washington Wing of Civil Air Patrol. CAP used three aircraft on the search, flying four sorties.

Weather was not a factor in the mishap.

Former Cadet Tells Of Life At Air Force Academy

MAXWELL AFB, Ala. — Cadet Mike Kempton of the Red Oak Optimist Comp. Sq. (Iowa Wing) is one young man who knows where he is going — a rarity among 19-year-olds.

In high school he talked of going to the Air Force Academy and becoming a pilot. He had earned his solo wings from summer encampment in Iowa and was very enthusiastic about Civil Air Patrol and the Air Force. He was cadet commander of his squadron.

So it was not surprising that he had been accepted and entered the Academy as a fourth classman last fall. He said that being in CAP had been a great help in getting him through the summer basic cadet training, especially in the military customs, courtesies and drill portion.

When he was in Montgomery, Ala., recently with the Academy Cadet Chorale giving concerts at schools and churches in the city and on base, Mike called from Maxwell base operations before departure of his return flight to Colorado.

He talked of what had happened to him during the past year and of his experiences at the Academy.

"It's a lot of hard work. When I first got there and was in the basic cadet training, I kept asking myself 'Why am I here crawling through mud, over fences and up wooden towers?' But afterward you have a sense of accomplishment."

"The competition is tough in everything, academics, athletics," he said. "We have



CADET MIKE KEMPTON, a fourth classman at the Air Force Academy, inspects an Alabama Wing aircraft at Maxwell AFB, when he recently visited the base as a member of an Academy chorale group.

classes from 7:30 a.m. until 3:30 p.m. and intramural sports until 6 p.m. Then after dinner we have military briefing until 8 and study until 11.

"The only free time we have is

on weekends. One Saturday morning a month we have room inspections. In warm weather, we have in-ranks inspections and parades on Saturday too.

(See CADET, Page 2)

CAP Supply Bill Is Re-Introduced

WASHINGTON — The CAP Supply Bill, an urgently needed step in revitalizing and expanding Civil Air Patrol, is back at Square One.

The measure came nearer to full Congressional approval in 1978 than ever before. It passed the U.S. House of Representatives but moved to the Senate too late to be considered before the 95th Congress went out of existence.

Now, however, it has been reintroduced into the 96th (present) Congress and must begin anew its tortuous passage through the Congressional mill if it is to become law.

Actually, there are two CAP Supply Bills before the present Congress — H.R. 1200, introduced by Rep. Tom Bevill (D-Alabama), and H.R. 1420 in-

troduced by Rep. Norman F. Lent (R. New York). Both measures are identical to each other and to the old one — H.R. 6237 of the 95th Congress.

If the measure is to become law, however, it will need continuing support from CAP members, their families and friends. To coordinate and oversee activities in behalf of the bill, CAP officials at the National Board meeting in Phoenix, Ariz., last September appointed a CAP Congressional Liaison Committee with Lt. Col. George J. Liebner of New York as chairman.

At the present time, the members of this committee are seeking commitments from members of Congress to sponsor the measure, or assurances of support for it, when it comes up

for hearings before Congressional committees and when it is brought up in the House and Senate for a final vote.

What is needed, according to Col. Liebner, is a concerted, intensive campaign of letters, Mail-O-Grams and telephone calls by CAP members, their families and friends to their own elected Representatives and Senators who serve on those Congressional committees which will deal with the bill. These expressions of personal interest and concern are a very important part of the effort to keep Congressional members aware of the serious need for early passage of the measure to aid CAP.

Col. Liebner emphasized that members of Congress are

primarily responsive to and most affected by letters and opinions from the people who elected them, their own constituents — not citizens of other areas. CAP members who have direct access to any member of Congress, or personal entree to them or their staffs are urged to advise members of the CAP Congressional Liaison Committee. A list of the members of this committee appears at the end of this article.

Col. Liebner stressed that you may mention your CAP membership but do not claim to speak for the Civil Air Patrol organization. Letters from members of CAP should amplify and stress points such as the following:

(See SUPPLY BILL, Page 2)

Inside Index

Aero-Astro Answers...	Page 3
Cadet Awards	17
CAP News In Photos	18
CAP Obituaries	17
National Commander's	
Comments	4
People In The News	19
SAR People	16
SAR Statistics	6
Senior Awards	17
Survival Tips	

Cadet

(Continued From Page 1)

"Winter intramural sports include wrestling, boxing, squash and handball," he said shifting his weight to favor a leg in a cast, which he broke wrestling. "So you see, it really is a strenuous program," he smiles. "That cheated me out of a skiing trip but I hope to go on the next one in March."

Asked what advice he would give other CAP cadets who want to apply for admission to the Academy, he replied, "I would tell them to start applying early,

towards the middle of their junior year and work on filling out the forms and getting everything ready so they are done before the second semester of their year. You can get an appointment as early as December of your senior year, so it cuts down on your chances if you haven't started.

"My advice is to be highly motivated because of the competition in getting appointments. And be in good physical shape. If you're not they will soon get you in shape but you still have to

pass the physical admissions testing."

He thinks potential applicants should take a tour of the Academy if they are ever in the area just to see what it is like. He never had the opportunity to do so.

Until he joined Civil Air Patrol, Mike said he didn't even know there was an Air Force Academy, but when he found out about it he decided to apply. "I was accepted the second year I tried," he said.

"It's worth trying for. It's worthwhile. You go through a lot more hassles than at any other college, but then you're not at just any other college. The Air Force needs pilots who are highly motivated and disciplined. You just set your mind to it and do it. I have no problems with the Academy discipline."

Still a CAP member, Mike spoke to his squadron members when he was home at Thanksgiving and Christmas. "I still want

to get my Earhart Award," he said. "In the summer I want to get into soaring, solo in gliders and get my license in the Academy program. I'll be too busy to work on CAP projects until summer. I want to keep up my membership in it."

After graduation from the Academy, he wants to enter pilot training and fly Air Force F-16s. "I hope they won't stick me in cargo aircraft," he said as he was called to board the C-141 for Colorado.

Supply Bill

(Continued From Page 1)

• The CAP Cadet Program which, with its innumerable benefits, offers an excellent program of organization, social, vocational, educational and citizenship training for some 24,000 cadets. Many young Americans use it as a springboard to start long and satisfying careers in the armed services. This is now especially significant if a Mitchell Award cadet chooses to join the Air Force. With the award in hand, he enters service as an E-3 which means a monthly pay advantage of some \$68 per month.

• The Emergency Services Program not only saves all taxpayers millions of dollars but also is a humanitarian undertaking as well.

• The Aerospace Education Program serves not only as a funnel for information but also as a motivational introduction for young people who may find

aerospace careers and vocational opportunities inviting and rewarding.

"All CAP members will be kept informed," Col. Liebner said, "when this writing campaign is to begin, and to whom and where to write. A good idea," he added, "is to start putting your letter together now and thus be ready when the campaign starts."

"No one can guarantee passage of a measure being considered by Congress," he pointed out, "not even the President with a majority of his own party in Congress. But if CAP members and their friends make a concerted effort, the CAP Supply Bill may pass."

The measure would do a number of things to assist CAP. Among these are: to provide CAP cadets with uniforms; to reimburse CAP members for some aircraft maintenance; to reimburse CAP members for

part of their expenses incurred on official Air Force-authorized missions; to arrange for CAP use of excess federal real estate and facilities; and to arrange for the transfer to CAP of excess property from other branches of the federal government in addition to the Department of Defense.

This proposal, in one form or another, has been before the Congress for a number of years. If you have access to any member of Congress, as stated earlier, please contact any member of the CAP Congressional Liaison Committee or the committee chairman. Members of the committee, their addresses and telephone numbers are as follows:

Lt. Col. George J. Liebner, CAP
350 Fifth Ave.
New York, N.Y. 10001
(212) 594-4800

Col. Paul C. Halstead, CAP
6 Biltmore Ave.
Oakdale, N.Y. 11769
(516) 588-8951

Lt. Col. Frank P. Barone, CAP
339 Old Mill Road
Valley Cottage, N.Y. 10989

Col. James J. Mitchell, CAP
A6 Brame Point Road
Hilton Head, S.C. 29928
(803) 785-3763

Col. William C. Tallent, CAP
P.O. Box 669
Knoxville, Tenn. 37901
(615) 525-4146

Col. G. Eugene Isaak, CAP
111 South Church Ave.
Tucson, Ariz. 85701
(602) 792-3836

Col. Patricia A. Gigstad, CAP
Bldg. 72, Thayer St.
Ft. Des Moines, Iowa 50315
(515) 233-2800

Col. Russell J. Anderson, CAP
Box 1836
Anchorage, Alaska 99510
(907) 272-9808

Col. Maurice E. Cook, CAP
P.O. Box 5494
Fargo, N.D. 58102
(701) 224-2934/2935

Col. William K. Baker, CAP
P.O. Box 29417
Honolulu, Hawaii 96820
(808) 523-4494 or (808) 845-5837

Col. John A. Vozzo, CAP
Rt. 2, 5 Cardinal Lane
Starkville, Miss. 39759
(601) 323-8182

Col. J.G. Rath, CAP
185 Ravenwood Run
Athens, Ga. 30601
(404) 548-4296

Col. Barbara Morris, CAP
10516 Army Ave.
Kensington, Md. 20795
(202) 393-7166

Gordon T. Weir
National Headquarters, CAP/NA
Maxwell AFB, Ala. 36112
(205) 293-6019

Lt. Col. John G. Cain, USAF
HQ, CAP-USAF/JA
Maxwell AFB, Ala. 36112
(205) 293-6644

Lt. Col. Thomas A. Handley, CAP
5 Casa Hermosa, N.E.
Albuquerque, N.M. 87112
(505) 266-5501

Lt. Col. John Swain, CAP
c/o Hon. Lester Wolf
House of Representatives
Washington, D.C. 20515
(202) 225-5956/7/8

Survey

(Continued From Page 1)

with mixed reactions with only a few replies marking this as "Excellent" or "Poor" with most scoring it "Good" or "Fair."

Generally speaking, the Airlift was rated either "Excellent" or

"Good," although Airlift Reliability received six "Good," four "Fair" and seven "Poor." This may possibly reflect the reaction of some to unavoidable delays in departures and arrivals. Box Lunches, Timing

and the Schedule itself all came in for a fair share of criticism.

In the question about the banquet, Acoustics took the vast majority of the barbs, with only a handful expressing the feeling that they were "Excellent" or

"Good." Most felt that Acoustics were bad and said so.

A closely related item — Communications — took a like number of black marks. The fact that attendees were talking in some parts of the banquet hall

did not enhance "Communications."

Seating Arrangements also came in for considerable criticism. This may be attributed, however, to the fact that there simply were too many people trying to get into too small an area. In turn, this also created some other problems which, in the future, may well lead to a numbering system for tickets, using a "first-come, first-served" reservation basis.

Food Quality and Service ran the gamut with just about equal ratings in all categories.

A complete listing of results of the survey appears below:

Survey Results

NATIONAL BOARD MEETING Phoenix, Arizona

	Excellent	Good	Fair	Poor
1. Convention Site:	37	13	5	0
2. Time of Year:	19	27	3	5
3. Accommodations:	12	8	1	3
a) Check-In	23	17	6	4
b) Check-Out	27	21	2	2
c) Rooms	39	8	4	0
d) House Keeping	26	17	3	2
e) Attitude of Hotel Staff	24	16	6	0
f) Room Service	14	11	1	2
g) Shops	11	25	7	1
h) Seminar Rooms	10	25	11	3
i) Elevators	14	24	10	2
j) Pool	5	11	2	12
4. Food & Beverage:	6	7	3	1
a) Availability in Hotel	16	20	9	3
b) Availability of other Restaurants	5	25	8	10
c) Quality	13	30	5	3
d) Price	5	19	13	9
e) Service	11	25	11	5
f) Attitude of Personnel	15	26	5	2
5. Transportation:	4	1	0	0
a) Airlift	36	4	0	2
i. Schedule	36	0	0	2
ii. Timing	36	0	0	2
iii. Reliability	36	4	0	2
iv. Box Lunches	7	7	0	0
b) Ground	11	22	2	1

6. General Assembly:

- a) Schedule
b) Timing

	Excellent	Good	Fair	Poor
a) Schedule	11	34	3	1
b) Timing	11	28	7	0

7. Banquet Hall Facility:

- a) Communications
b) Acoustics
c) Seating Arrangements
d) Service
e) Overall Rating

	Excellent	Good	Fair	Poor
a) Communications	2	3	3	2
b) Acoustics	6	17	5	17
c) Seating Arrangements	5	13	6	22
d) Service	7	15	9	18
e) Overall Rating	12	17	13	4

8. Banquet:

- a) Awards
b) Food Quality
c) Food Service

	Excellent	Good	Fair	Poor
a) Awards	2	6	1	4
b) Food Quality	8	22	10	3
c) Food Service	10	17	12	8

9. Saturday Evening Cocktail Hour:

- a) Venue
b) Prices
c) Service
d) Length

	Excellent	Good	Fair	Poor
a) Venue	4	5	3	0
b) Prices	5	14	15	1
c) Service	3	17	13	2
d) Length	4	17	12	1

10. CAP Registration:

- a) Fee
b) Processing Time
c) Courtesy
d) Accessibility
e) Information

	Excellent	Good	Fair	Poor
a) Fee	4	15	9	2
b) Processing Time	4	10	2	0
c) Courtesy	17	20	9	1
d) Accessibility	23	20	5	0
e) Information	32	16	3	1

- i. City
ii. Civil Air Patrol

	Excellent	Good	Fair	Poor
i. City	15	13	5	3
ii. Civil Air Patrol	16	16	7	4

- iii. Banquet
iv. Nightly Report

	Excellent	Good	Fair	Poor
iii. Banquet	32	26	3	1
iv. Nightly Report	32	26	3	1

Overall Rating:

	Excellent	Good	Fair	Poor
Overall Rating	32	26	3	1

Would you be interested in using credit cards (VISA and MC) for pre-registration in future years? YES — 26, NO — 26

Membership Statistics

As of Jan. 31, 1979

Seniors..... 34,345
Cadets..... 21,517

TOTAL 55,862

Change
in Past 12 Months

Seniors..... -648
Cadets..... -3,185

TOTAL -3,833

Behind The Scene At A Rescue

By Maj. JERRY E. WELLMAN
Weber Minuteman Comp. Sq.
Utah Wing

Editor's Note: Maj. Jerry Wellman, a staff member of the Salt Lake City Tribune, details here the behind-the-scene efforts that resulted in the rescue of a California pilot who had crashed in the Oquirrh Mountains west of Cedar Fort, Utah.

"That others may live."

Those four words are found on Air Force rescue choppers, in Jeep Posse training materials, printed on Civil Air Patrol literature and in most search and rescue publications.

Nearly 200 volunteers made that motto a reality by unselfishly giving of their time and materials — even risking their own lives when a California pilot was plucked from the mountains northwest of here early on Dec. 29, 1978.

Events prior to the rescue were unique — two other plane crashes had killed two pilots in Box Elder County and search crews were unaware of a third crash until air crews traced the

source of an emergency locator beacon.

Late Wednesday, reports of planes hearing an ELT alerted search forces. However, the source of the signal could not be pinpointed. But a Cessna was reported missing near Promontory Point Thursday, and sheriff, military and CAP crews were mobilized into that area.

In Salt Lake City, the ELT was still heard and a CAP ground direction-finding vehicle was sent to trace the signal.

As word came of the "find" of the missing plane in Box Elder County, the ground team had reported tracing the ELT to Salt Lake Airport Number 2 and had silenced the "false alarm."

However as the ground unit left the airport, another ELT signal was heard — although much fainter. A search plane was requested to help pinpoint this second signal.

The Civil Air Patrol plane confirmed that the signal came from a point further south than the S.L. No. 2 airport. The crew and ground unit headed toward

Provo to home-in on the signal. At this point, no aircraft were reported missing.

The aircraft and ground unit arrived at the small town of Cove Fort and located the signal as coming from an area about four miles to the northwest. Turbulence, blowing snow, poor visibility and cold temperature prevented any attempts at getting closer to the ELT source.

The aircrew and the ground crew conferred, and the aircrew and two other CAP planes from Salt Lake City decided to return to the area to further identify the signal source and possibly sight something should the weather break.

When the ground unit returned to mission headquarters in Salt Lake City, initial reports had just been received that a plane was "overdue" on a flight from Ogden to California. The Utah County sheriff was briefed on this and a helicopter was requested from Hill AFB. But nothing was sighted.

The crews left the area, and shortly thereafter the ELT signal stopped.

When the signal stopped, search coordinator CAP Lt. Col. Ott Webb, state aeronautics officials and the Utah County sheriff's office were concerned. It meant one of two things — that the pilot was alive and turned off the ELT or that the batteries had given out.

A decision was made to launch a search plane (the state's twin-engine Beech Baron) into the area at night. Paul Kimmel, state aeronautics department, and Col. Roy Hopkinson, Utah CAP, were aboard. As they flew over the area (about 1 a.m.), the ELT signal came on again.

Tension filled search headquarters as we wondered if this was a pilot telling us, "Hey! I'm alive!" or just the ELT batteries making intermittent contact.

From a quiet radio came the report: "He's waving a flashlight. There's someone down there!"

Immediately requests went for a chopper crew and the Jeep Posse.

LDS Hospital's Life Flight was first to respond. On the aircraft radio monitored at the sheriff's field command post, Life Flight described severe turbulence and his attempts at landing. He had also spotted the flashlight.

After coming within 15 feet of touching down, Life Flight abandoned the try because of hazard to the crew in the turbulent weather.

The Utah County Jeep Posse was alerted about 2 a.m. for a ground rescue attempt and they mobilized near the command post, four miles north of Cedar Fort.

Around the command post there was little discussion. We were cold, but thinking of a survivor alone on that peak — even colder than we — made us mindful of the seriousness of the situation. Could he last until a rescue was made?

Again the state plane returned and circled the area. Sheriff teams arrived. Dispatchers relayed information. A ham radio repeater was used to relay information to Salt Lake City and CAP officials.

A Hill AFB chopper was requested. It would be airborne about 4:30 a.m.

Life Flight decided to try again. A landing zone was set up at the command post by posse volunteers arranging their vehicles in a circle so the chopper would have a reference

when the rotor blades would kick up snow on the landing zone.

Lift Flight landed and weather factors were considered. They decided to wait to see if the weather would improve. Meanwhile the posse kept at their attempts to get into the area.

The Hill AFB chopper arrived at 5:30 a.m. and was vectored into the area by Paul Kimmel, still orbiting the area. Below, deputies, posse members, news media, and CAP members watched as the chopper hovered over different peaks trying to make visual contact with the survivor and flashlight.

Life Flight took off to aid in spotting the site and then the chopper "Save 16" made a touchdown. Too far away — "three ridges south."

Again they tried — Life Flight using their spot light to point to the area. The chopper landed and sent the crew to the survivor. Below we waited for word.

The Air Force chopper pilot talked with Life Flight and Kimmel.

"He's (the survivor) one tough Jose," said the pilot, referring to conditions and the 36-hour elapsed time. "The pararescuemen have made contact with the survivor." This was about 7:30 a.m.

Various factors were considered, a hoist pick-up, ground recovery, a landing closer to the scene. The chopper opted for a hoist pickup.

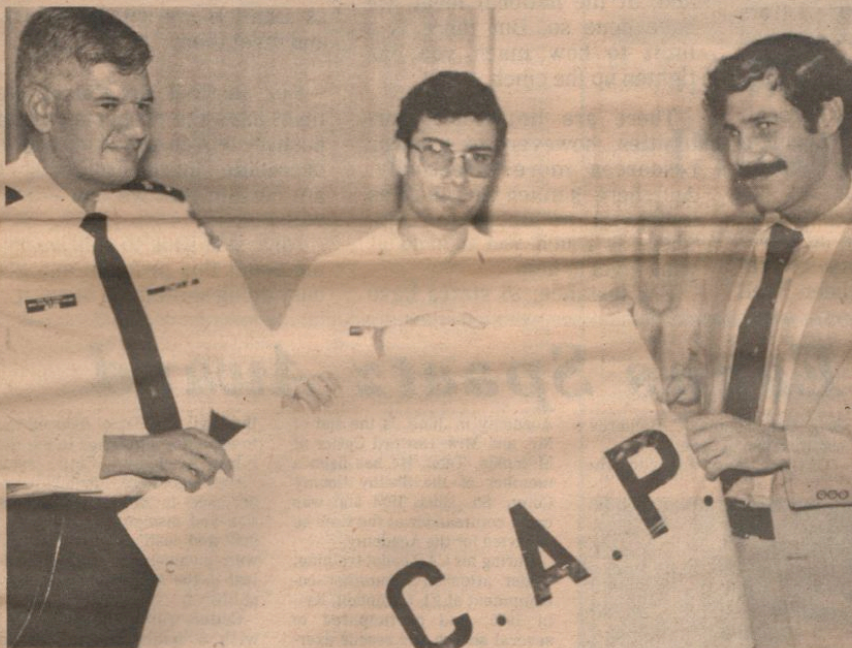
Below we waited, binoculars trained on the drama above, radios crackling instructions, positions and information.

Word came, the survivor was in good condition. A silent cheer from those below, sighs of relief. Word was relayed to sheriff dispatchers and into Salt Lake City.

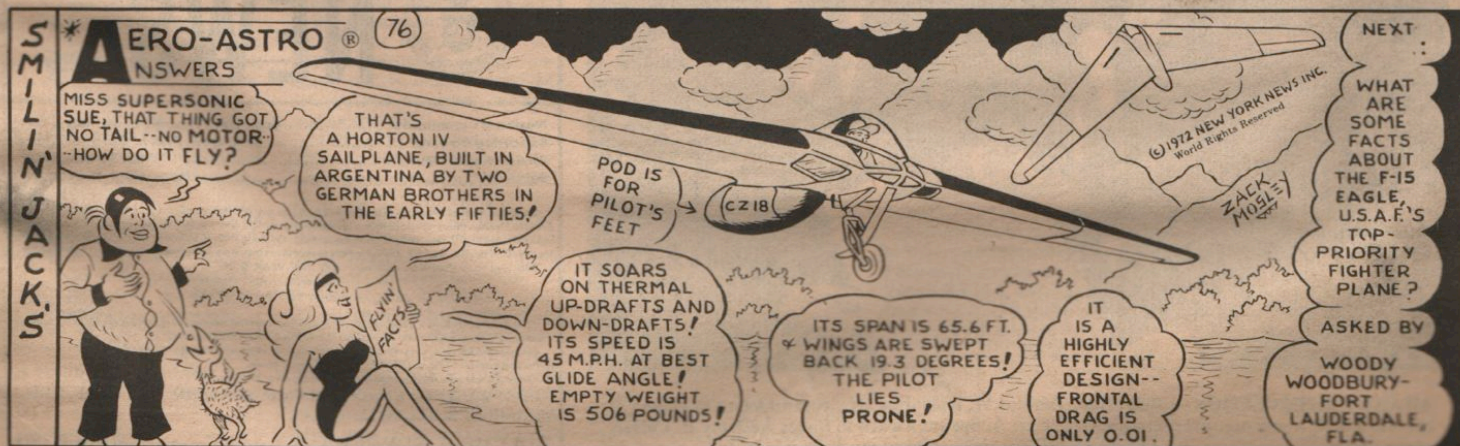
Then the hoist. The survivor was aboard. Life Flight had meanwhile refueled in Provo and was back on the scene. Kimmel and crew still orbiting the scene directing air traffic and relaying to ground teams below.

The Air Force chopper was getting "fuel critical" and left the two pararescuemen on the scene. The chopper headed to the Salt Lake Airport with the survivor to refuel, saying, "The survivor is in good enough condition that refueling delay will not hinder his condition."

Rescue complete.



ANNIVERSARY PRESENTATION — 2nd Lt. David P. Allen, left, information officer of the West Miami Cadet Sq. (Florida Wing), and Cadet Todd Puglise, squadron cadet commander, present a windsock for the helipad at the James Archer Smith Hospital in Homestead, Fla., to Lorn Leitman, right, hospital administrator. The presentation marked the 17th anniversary of the squadron and the 37th of the Civil Air Patrol.



(Courtesy of Zack Mosley and Chicago Tribune-N.Y. News Syndicate)

National Commander's Comments

Inflation Affects Us All

By THOMAS C. CASADAY
Brigadier General, CAP
National Commander

Inflation has been so much in the news lately that most of us are tired of hearing about it. But it is a subject which we cannot ignore since it affects the lives of all of us.

The President's recent State-of-the-Union Message was devoted mainly to inflation and how to stop it on a national level. But we in Civil Air Patrol already have had to face this bogey.

Unlike government operations, we cannot operate with deficit financing; we have to pay our bills. And we had reached the point of dipping into our capital resources and cutting back on vital programs.

The NEC faced this problem in December and the members agreed to an increase in membership dues — the first in approximately eight years despite constantly increasing costs of everything we buy.



But things have not been all bad.

Our basic aircraft liability insurance premium has increased as most of you are aware. But the new administrative procedure of submitting a flat \$40 per aircraft per quarter payment to National Headquarters was a factor in keeping costs from going higher.

Re-evaluation of our insurance program and negotiations with the underwriters have also resulted in some major economies. The Senior Member Accident Policy, which had not returned enough to senior accident victims to justify its cost over the past 15 years, was cancelled. In its place the corporation instituted a program that offers the same benefits at a fraction of the previous premium costs. In addition, Comprehensive/General, Excess Aircraft Liability, and Cadet Accident Premiums have been negotiated downward.

Pay raises for corporate employees have been held to a minimum over the past several years. They have been well

within the Presidential guidelines recently enunciated and far less than the real increase in the cost of living. We appreciate the loyalty of these fine people in this period of financial austerity.

For another thing, we have reworked the IACE Program to effect a major saving, even after allowing for inflation, without cutting back on the effectiveness of the program. In addition, we have a working arrangement with the bank to pay us interest on the day-to-day working funds we have on deposit.

All these things help, but we still must get the most possible out of every dollar we spend and, at the national level, we have done so. But there is a limit to how much you can tighten up the cinch.

There are limitless opportunities, however, to use our resources more effectively. And there is much we can do as individual members to help. There is much you can do at wing level to help.

For instance, 35 states have

recognized Civil Air Patrol as a vital, life-saving institution and have provided funds to assist in wing-level operations. But this also means that 15 states (excluding Puerto Rico and the National Capital Wing) have not been convinced of your effectiveness and your value.

Is your state one of these? What can you do to change the minds of the people and officials in your state?

In addition to that, 25 states do not provide any tax relief for Civil Air Patrol. Yet CAP is recognized by law as a non-profit organization. What can be done to change this?

These financial challenges face us all — as individuals and as a nation. As individuals and as a nation, we will face them and meet them.

But, in Civil Air Patrol, we must have the cooperation and positive will-to-win if we are to overcome these problems. I am certain that we can — and will — do it.

Now, it is time to stop worrying about this problem and get busy doing something about it.

Cadet Cutler Earns Spaatz Award

U.S. AIR FORCE ACADEMY, Colo. — Cadet Anthony B. Cutler of the Shelby County Comp. Sq.

(Tennessee Wing) has earned the Gen. Carl A. Spaatz Award. The presentation was made by

Brig. Gen. Thomas C. Richards, commandant of cadets. Cutler, who entered the

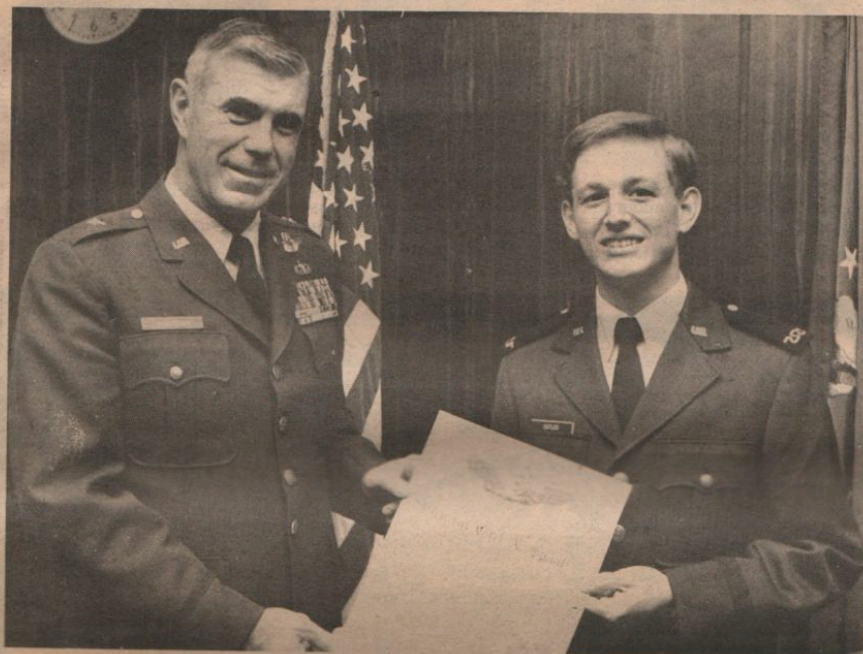
Academy in June, is the son of Mr. and Mrs. Howard Cutler of Memphis, Tenn. He has been a member of the Shelby County Comp. Sq. since 1974 and was cadet commander at the time he departed for the Academy.

During his CAP cadet training, Cutler attended a summer encampment at Ft. Campbell, Ky., in 1975, and participated in several search and rescue exercises with his unit.

"Mutual interest in flying and

the Civil Air Patrol induced me to apply for admission to the Air Force Academy," Cutler said. "After I got here, I found my experience in military organization and discipline, close order drill and customs of the service were invaluable in helping to adjust to the Air Force cadet way of life."

Cutler will graduate in 1982 with a bachelor of science degree and a commission as a second lieutenant.



AWARD PRESENTATION — Brig. Gen. Thomas W. Richards, left, commandant of cadets at the Air Force Academy, presents the Gen. Carl A. Spaatz Award to Cadet Anthony B. Cutler, of the Shelby County Comp. Sq. (Tennessee Wing), who entered the Academy in June.



CIVIL AIR PATROL NEWS

National Commander Brig. Gen. Thomas C. Casaday, CAP
Executive Director Brig. Gen. Paul E. Gardner, USAF
Director of Information Lt. Col. Arthur W. Ahl, USAF
Editor MSgt. Hugh Borg, USAF

Civil Air Patrol News (ISSN 0009-7810) is an official publication of Civil Air Patrol, a private, benevolent corporation and auxiliary of the United States Air Force. It is published monthly at \$2.00 per year at Headquarters, Civil Air Patrol-U.S. Air Force/OI, Building 714, Maxwell AFB, Ala. 36112. Civil Air Patrol membership dues include subscriptions to the paper.

Editorial copy should be sent to: HQ, CAP-USAF/OIN
(Editor, Civil Air Patrol News)
Maxwell AFB, Ala. 36112.

Civil Air Patrol News does not publish any commercial advertising. However, it does publish official notices from its own Education Materials Center (Bookstore).
Opinions expressed herein do not necessarily represent those of the U.S. Air Force or any of its departments, nor of Civil Air Patrol Corporation.

Second Class postage paid at Montgomery, Ala. 36104
POSTMASTER: Please send Form 3529 to HQ, CAP-USAF/OIN,
Maxwell AFB, Ala. 36112.

VOLUME 11, NUMBER 3

MARCH 1979

Way Back When

Readers have sent these photos in initial response to our request for old photos showing obsolete CAP uniforms, notable persons, activities of historic interest, or unusual aircraft associated with CAP.

If you have a photo you would like to share with other members of CAP, please send it to Civil Air Patrol News and we will publish the best and most interesting. We can use only original photos. If you want it back, send a stamped, self-addressed envelope to HQ. CAP-USAF/OIIN, (Editor Civil Air Patrol News), ATTN: Way Back When, Maxwell AFB, Ala. 36112.

If possible please identify the people appearing in the photo and describe the situation, along with the date it was taken and any other pertinent information you have.



ACTOR ROBERT CUMMINGS is seen pointing at the right of this old CAP photo sent in by Capt. Archie D. Lester, an active member of the Eagle Sr. Sq. 96 (California Wing), who is on the far left. The other people are unknown. It was taken during the early days of World War II at Glendale, Calif.



SQUADRON PATCH — This shoulder patch was designed in the early 1940's by Walt Disney for California Wing Squadron 918-4 and was submitted by Capt. A.D. Lester.



JAMES STEWART and **DEBBIE REYNOLDS**, above, posed with a group of CAP cadets, who were presented certificates of proficiency, while on location for the filming of "How the West Was Won" in the early 1960s. Capt. Bill Watson, Paducah Comp. Sq. (Kentucky Wing) sent this photo in.



EMERGENCY RELEASE PROCEDURES, left, are explained to ground rescue personnel by an Air Force officer at a California Wing seminar held July 23, 1966, in Fresno, Calif. This photo comes from California Group 12 in Fresno.

Lawyer Teaches Ground School

COLORADO SPRINGS, Colo. — At eight each morning he teaches Aeronautical Science at Pueblo County High. By 9:30 he's behind a desk at his law offices. That afternoon he may be defending a client in Kansas, then back to Colorado Springs for an evening meeting of his CAP squadron at Peterson AFB here.

Capt. Maurice R. Franks, a lawyer by profession, is the deputy legal officer for the Pikes Peak Sr. Sq. (Colorado Wing).

Franks, who has been flying for 12 years, holds an instrument-rated commercial pilot license and a ground instructor certificate with basic, advanced and instrument instructor ratings.

He's also a Civil Air Patrol pilot. When he's not performing staff duties as a lawyer for the CAP squadron, or flying, Franks helps with the squadron's training program by teaching basic and proficiency ground training courses for aircrews.

"I need to get away from the law books every now and then," said Franks. "So I approached the officials at Pueblo County High and said I'd like to try teaching a course on aviation."

Enthusiastic about the idea, school district officials agreed, and obtained the necessary authorization from the State Board of Education.

Aeronautical Science is being taught as a fully-accredited science course this semester. Although flying lessons are not included in the curriculum, the course is a thorough ground school and students are expected to pass the Federal Aviation Administration's four-hour written examination for private pilots.

"The class is great. I've got some really super-motivated kids who want to learn," said Franks. "Right now, we're into navigation. But we're moving quickly," Franks continued. "We must cover history of aviation, principles of flight, communications, weather, federal aviation regulations, emergency procedures and many other topics before the semester ends."

As part of the course, Franks intends to treat his 13 students to a tour of Denver's Stapleton International Airport, where they will see the control tower, radar approach and departure control facilities, the weather bureau, and the flight service station.



GROUND SCHOOL — Capt. Maurice R. Franks, Pikes Peak Sr. Sq. (Colorado Wing), teaches ground portion of school for aircrews. He also teaches the class at a high school in Colorado Springs.

Four Rescued From Crash Near Charlotte

CHARLOTTE, N.C. — Personnel of the 111th Air Rescue and Recovery Cadet Sq. (North Carolina Wing) participated in a search and rescue mission Dec. 31 near Charlotte's Douglas Airport and removed four injured persons from the wreckage.

The aircraft, a Cessna Cardinal en route to Charlotte from Florida, developed engine trouble while making an approach to the airport. At the time the CAP squadron's Cherokee 180 was preparing to leave on a training flight. On board were Maj. Ben

Griffin, squadron commander, and Cadet John Pharr, a student pilot. They were advised that the Cardinal had dropped from radar and were vectored into the area where the aircraft disappeared.

Before leaving the airport, Griffin advised squadron headquarters of the downed aircraft report. Lt. Col. Joseph Bondurant, senior mission controller for the wing, and 1st Lt. Kevin Toevs left in a rescue vehicle for the general search area.

Griffin picked up the ELT

signal from the downed aircraft and tracked it, finding the wreckage in a muddy cornfield some three miles west of the airport. He circled the site and directed ground teams to the wreckage, which was about a half-mile off the road and inaccessible to conventional vehicles.

Bondurant, Toevs and several volunteer firefighters went into the area by foot. At the scene they found Cadet Raymond Ellsworth, who had already begun to remove the injured vic-

tims from the wreckage and render first aid.

Bondurant called squadron headquarters to request four-wheel vehicles, and the other CAP members and firemen prepared the victims for transport. The Charlotte city police also sent a helicopter to assist in removing the victims.

Cadet Andrew Kastanas and 2nd Lt. Eric Karnes brought the squadron's four-wheel drive weapons carrier. Cadets Dean McGalliard and Robert

Blackwelder also arrived and assisted with first aid.

Squadron members then took charge of site security, relieving city and county police. A ground team headed by 2nd Lt. Sandy Stroud and Cadet David Inschweiler came to relieve the first ground team.

FAA officials asked the squadron to inventory and secure the personal belongings left by the victims on the aircraft. The next day the FAA accident investigators arrived on scene.

Since the victims were not from Charlotte, the squadron chaplain, Capt. Gary Patterson, visited the families and victims at the hospital. Later other squadron members also visited them.



FOUR RESCUED — 1st Lt. Kevin Toevs of the 111th Air Rescue and Recovery Cadet Sq. (North Carolina Wing) inspects the wreckage of a Cessna Cardinal from which four

persons were rescued. (Photo by Don Hunter, Charlotte (N.C.) News)



For the benefit of all members of Civil Air Patrol, the statistics for 1979 for search and rescue activities throughout the organization are shown below.

These are unofficial figures, compiled by the Directorate of Operations at CAP National Headquarters.

As of Feb. 11, 1979

Number of Missions	84
Number of Sorties	1,065
Flying Hours	2,381.4
Saves	5
Finds	35

Five Florida Members Win Medal Of Valor

MAXWELL AFB, Ala. — Five members of the Florida Wing's Group 7 have been awarded the Civil Air Patrol's Bronze Medal of Valor for rescuing three persons from an aircraft crash at Herndon Airport in Orlando, Fla.

The CAP team, consisting of Lt. Col. Gerald F. Genaw, Maj. James A. Mowbray, Capt. Linda J. Eddy, Capt. Marjorie A. Bogucki and 1st Lt. Richard Brinkman, using a four-wheel drive vehicle were the first to reach the crash site, where they administered first aid to two persons with minor injuries and stabilized a third seriously wounded person with internal and back injuries.

The three were treated in the immediate area of the burning wreck, despite hazards of the spreading field fire and danger of the fuel exploding. No other rescue vehicle could enter the area. Faced with the threat of the fire cutting off the evacuation route, the rescue team put the two walking injured in the vehicle. An ambulance crew provided a back board for the other injured person, who was then loaded onto the vehicle tailgate. All three were then taken past the spreading fire to a point where they could be transferred to the ambulance.

In another incident, Cadet Paul T. Myles, TAK Cadet Sq. (New York Wing), has been awarded the Silver Medal of Valor for rescuing a man, Max Dreschler of Tonawanda, N.Y., from a fire in his home.

Myles had gone into the house through a side door when he heard Dreschler call for help. He was first driven back by the thick smoke, but when he got in he found Dreschler in the first

floor bathroom and brought him to safety.

When the fire department arrived, they found Myles comforting Dreschler outside the house.

Capt. Lawrence C. Miller of the Tampa Cadet Sq. (Florida Wing) has also received the Silver Medal of Valor for saving the lives of two children. The children were in a car, driven by their mother, who was backing a boat into the water at a boat harbor. The father was in the boat. Miller was nearby working on his own boat when he heard the mother yelling that she couldn't stop the car. The weight of the trailer pulled the car to a depth of 12 feet within seconds.

Miller, not a good swimmer, but realizing that speed was important tried to swim as fast as he could fully dressed. When he reached the car he dived down to reach a year old boy and pulled him from the car. He brought him to safety and turned back for the child and woman. Miller was having trouble staying afloat himself when he reached the car the second time, but again he dove and took the three-year-old girl, whom the mother had pushed out of the car window. On his way to shore, the weight of the girl and his own exhausted condition caused him to go under twice, but he managed to keep the child's head above water each time. In the meantime the husband had helped his wife get to shore.

Senior Member Guy F. LeMieux, Billy Mitchell Sr. Sq. (Louisiana Wing) is still another CAP member who has been awarded the Silver Medal of Valor for heroic action by risking his own life to save others.

He was in a helicopter when he heard over the emergency frequency that a small aircraft had gone down in the lake just past the runway at New Orleans Lakefront Airport.

He had his pilot proceed to the crash site where they spotted two survivors, one suffering from a severe head injury who was supporting an injured woman above the water.

LeMieux jumped into the water and helped the survivors to safety. When he learned from the woman that the pilot and a child were still in the aircraft he dove through spilled fuel on the water to the submerged aircraft. Unable to enter by the door he ripped away the metal stripping from the windows to get inside. However both persons perished.

Lt. Col. Roy A. Hopkinson,

Utah Wing commander, has been awarded the Exceptional Service Award for duty as deputy wing commander from May 1, 1975 until June 30, 1978, with his conduct of affairs and maturity of experience when he readily stepped in to take command of the wing during those times when the commander was forced by his business obligations to be absent.



CRASH RESCUE — Five members of Florida's Group 7 were awarded the Bronze Medal of Valor for rescuing three persons from an aircraft crash at Herndon Airport in Orlando, Fla. They were the only rescue team able to reach the crash site with a four-wheel drive vehicle, administered first aid to the victims and removed them beyond a spreading field fire, caused by the burning aircraft, to a waiting ambulance.



UNIT CITATION — Lt. Col. Raymond Hanson, commander of the Pawtucket Comp. Sq. (Rhode Island Wing), right, receives the Unit Citation ribbon from Col. Edgar M. Bailey, commander of the Northeast Region, center, as Col. Raymond G. Berger, Rhode Island Wing commander, left, congratulates Hanson on the award, which was made for support the squadron gave the wing during its assistance to the state during storms.

FBI Arrests Bailed-Out Pilot After CAP Search Revealed Aircraft Crash Was Intentional

EUREKA, Mont. — After a Cessna 172 was found three miles north of the Canadian border near here, the Montana Wing was requested to search for the pilot.

Initial evidence indicated that the pilot, a qualified parachutist, may have become lost and bailed out of the aircraft. The wreckage was discovered 150 miles northwest of Missoula, Mont., its destination. There was no sign of the pilot.

While en route to Eureka from Great Falls, mission coordinator Lt. Col. Lyle Sartain, learned that the downed aircraft had been tracked by radar near Kalispel and vectored to Glacier Park International Airport after the pilot admitted to being lost.

Three CAP aircraft then flew a route search pattern from Kalispel to Eureka. Since it was possible that the aircraft could have flown several miles after the pilot bailed out, the search was concentrated in that area.

Two crews searched the locale of the wreckage after receiving permission to overfly Canada.

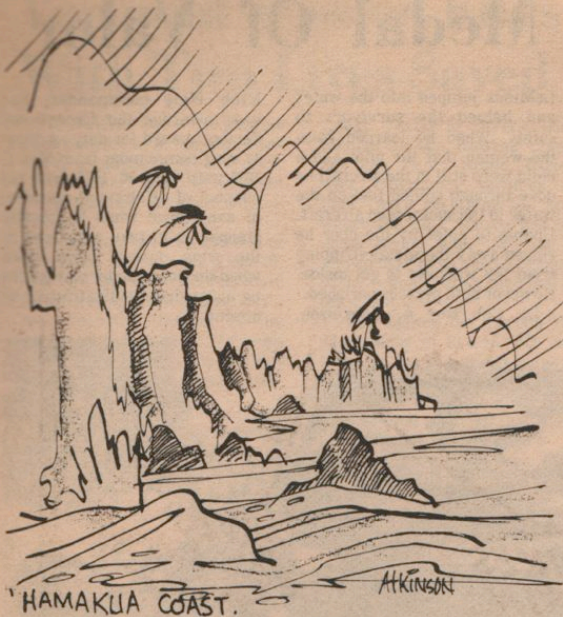
They were looking for the red, white and blue parachute that the pilot had purchased three days before the flight.

While airborne, Sartain learned that the right door of the aircraft was missing and that the hinge pins had been reinstalled. Since it was apparent that the door had been removed prior to flight, an immediate search of Glacier International Airport was requested. Preparations were made to recall the search aircraft and the Eureka FBI was advised of the new development.

Sartain recalled that a Eureka resident mentioned finding what appeared to be an aircraft door in a cabin he owned near the runway. The cabin owner brought the door to the airport where it was confirmed to be the missing door.

This was positive proof that the pilot intended to bail out of the aircraft, and the search was suspended. CAP turned all pertinent information over to the civil authorities.

The pilot was apprehended a week later in Tacoma, Wash.



HAMAKUA COAST.

THE RUGGED HAMAKUA COAST, on the northeast shore of the Big Island of Hawaii, is part of the area overflown by planes from the Lyman Field Comp. Sq. (Hawaii Wing) on a recent wing exercise.

Hawaii Wing Holds Two-Part Exercise

HILO, Hawaii — The Air Force said, "Find it," and Civil Defense said, "It's coming," so Capt. Sam Jones, commander of the Lyman Field Comp. Sq., launched his squadron into the two-day statewide Hawaii Wing exercise.

The recent exercise involved both a simulated lost aircraft and a tsunami. Operations were directed from wing headquarters in Honolulu by Col. William Baker, Hawaii Wing commander.

On the first day of the exercise, the target aircraft, an Army U-21 reported mechanical troubles while on a direct flight from Wheeler AFB, Oahu, to Hilo. And the search flights began. The first flight departed Hilo north for the Waimanu Valley and returned without sighting anything. The second flight up to Upolu along the

Hamakua coast found the simulated wreckage, a life raft and "seven bodies" on the beach at Honoipuu.

Jones was pilot on this flight, with SM William Brodbeck as observer. There were two cadet observer trainees on board, Mike Parker and David Smith. Base communications were handled by Capt. Joe Alleman.

Members of the Kohala Cadet Sq., under the command of 1st Lt. Dorothy Heverly, placed the life rafts and represented the "bodies."

The simulated tsunami came on the exercise's second day. Originating in the Aleutian Islands, it was headed directly for the Big Island, with Hilo as the anticipated bullseye.

Civil Defense alerted the squadron to take off and warn fishermen, home owners and fishing boats along the Hamakua

coastline, using the plane's newly installed public address system.

Again Jones was pilot for the first flight of the day and SM Earl Roberts was observer. Capt. Wayne Borden piloted the second flight, with SM Milo Carr as observer. Photographer CWO Edward Atkinson was sent out for a damage assessment in the Hilo and Puna area and south to Cape Kumukahi. Simulated data and photos were passed to the wing headquarters for evaluation.

Other squadron members participating in the exercise were Capt. Dan Swartz, Capt. Robert Killen, SM Harold Mizuno.

Also Cadets Peter Bohanon, William Bryant, Fred Delavega, Lani Roberts, Eric Roberts, Edmund Cosma, Pat Wilkes, Maria Garland and Phillip Miller.

Coast Guard Auxiliary Officials Visit Maxwell

MAXWELL AFB, Ala. — Four national officials of the U.S. Coast Guard Auxiliary, accompanied by Coast Guard Capt. Merrill K. Wood, chief director, visited Civil Air Patrol National Headquarters here recently to take a look at the CAP printing plant.

Capt. Wood is the U.S. Coast

Guard officer who manages the day to day operations of the Auxiliary. As such, he is the Auxiliary's counterpart to Air Force Brig. Gen. Paul E. Gardner, CAP executive director.

Auxiliary officers on the tour were: Commodore Kevin Mitchell, immediate past national commodore of the Aux-

iliary; Commodore Robert L. Horton, the new national commodore; Capt. George Gille, director of the Auxiliary's Department of Supply; and Capt. Bob Burleigh, director of the Auxiliary's Department of Finance.

The national commodore is the Auxiliary's counterpart of Brig.

Gen. Thomas C. Casaday, CAP national commander.

Early in 1978, Capt. Wood and members of his staff visited CAP National Headquarters to study the Air Force-Civil Air Patrol relationship. Since that time, the group has patterned some of the operations of the Auxiliary after the CAP-USAF partnership.

Probably the most extensive is establishment of a central store for the Auxiliary, operating

much like the CAP Bookstore.

The Auxiliary officers and Capt. Wood came to study the CAP printing plant with a view of establishing a similar operation for the Auxiliary.

The Coast Guard Auxiliary teaches boating safety and conducts search operations for missing boaters on waterways, lakes and in coastal areas. CAP cooperates with the Auxiliary in this latter activity in many areas of the nation.



EXPLANATION — Air Force MSgt. Richard L. Welch, second from left, explains operations of CAP printing plant to Coast Guard Auxiliary officials. Others in photo are, from left: Commodore Mitchell, Capt. Wood; Gen. Gardner; Commodore Horton; Capt. Gille; and Capt. Burleigh. Sgt. Welch is superintendent of the printing plant.

Cadets Learn To Be Casualties

RAF ALCONBURY, England — Two members of the Alconbury Cadet Sq. have been accepted as probationer members of the Casualties Union, a British society dedicated to the training of individuals to simulate a wide variety of injuries through make-up and synthetic injury construction, supporting acting and careful simulation staging.

Maj. Walter Green and Cadet

Scott Schaller are currently completing an intensive 12-session course. The trained casualty provides the capability of realistically simulating not only the nature of the injury itself to a standard that exceeds the common plastic strap-on injury kit, but also of providing feedback to the individual providing first aid. If the treatment is correct, the casualty is trained to respond in the

appropriate way.

Three doctors will evaluate casualty union probationers before they are accepted as full members.

Along with other members of the Huntingdon Study Circle of the Casualties Union, they will provide a varied exposure to massive burns, closed and open fractures, uncontrolled bleeding and other trauma for the other squadron members.



PRINTING QUESTION — Coast Guard Auxiliary Commodore Mitchell, fourth from left, asks question about printing press in operation at CAP printing plant during recent visit. Others accompanying him on the tour were, from left: Capt. Gille; Capt. Burleigh; Commodore Horton; MSgt. Richard L. Welch, superintendent of the printing plant; and Gen. Gardner.

TIN BOARD

in Cont'd

FORM 990. Any Civil Air Patrol unit receiving a request from the Internal Revenue Service Return of Organization Exempt from Income Tax, should immediately forward the form to:

LOG FIRST! ECI is continually adding new and revised courses to the list of course offerings who are eligible. On the other hand, they are deleting courses too. So before processing any the ECI Catalog and Guide to make sure the course is still active. If you have any doubt you ar at AUTOVON 921-4536 or AC 205-279-4536. Before mailing the ECI Form 23, please refer ange 2) to insure that it is correct and complete. TTN

SHIP SCHOOLS. Educators from the CAP-USAF Headquarters Senior Training Directorate are in the following squadron leadership schools (SLS) in 1979. Senior members are reminded that required to complete Level II training. Interested members should consult their squadron and/or m for more detailed information.

LOCATION	DATE
McGhee-Tyson Air Base, Knoxville TN	3-4 March
Lowry AFB, Denver CO	24-25 March and 31 Mar-1 Apr
Maxwell AFB, Montgomery AL	31 Mar - 1 Apr
Ft Benjamin Harrison, Indianapolis IN	21-22 Apr
Detroit Area	28-19 Apr
McGhee-Tyson Air Base, Knoxville TN	5-6 May
Albuquerque Area	12-13 May
Rapid City SD	12-13 May
Probably Morgantown WV	19-20 May
McConnell AFB, Wichita KS	9-10 June
Portland OR	16-17 June
Probably Great Falls or Missoula	23-24 June

(Membership Applications). The membership application forms published in the last issue of re numbered 12a and 15a as a means of identifying them as a special issue for the newspaper. eplace the current issue of applications. CAP Form 12, dated Oct 76, and CAP Form 15, dated continue to be used until the present supply is exhausted. DP

NG DUES STRUCTURE. Changes to CAP unit dues are permitted only once a year -- in con-year (July renewals). Since renewal notices are mailed from National Headquarters 60 days July notices will be mailed on/about 1 June. It is the responsibility of any wing desiring a to get the approval of the region commander and notify National Headquarters/DPH no later DP

PUBLICATIONS.

Air Patrol National Headquarters Command Radio Network," 15 February 1979.

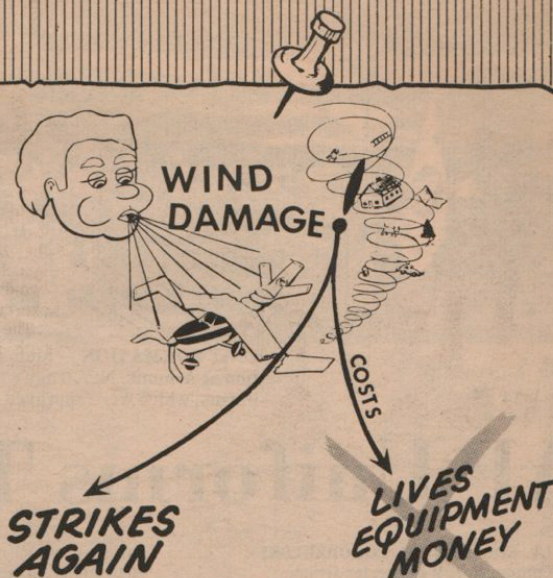
Air Patrol Senior Member Voluntary Accident Insurance and Cadet Accident Insurance," DAP
supersedes "Civil Air Patrol Senior Member Accident Insurance," 23 June 1971.

ECTOR

NOTICE COMMUNICATORS

CAP Manual 100-1, "Communications," is being revised and hopefully will be ready for distribution by mid-year 1979 or sooner if possible. Please do not submit requisitions for the new edition from either the Bookstore or Publications until further notice. Orders for the current manual may be submitted to the Bookstore at the old price of \$1.00 each. Advance notice of the availability of the revised edition will be published in the Civil Air Patrol News.

S. AIR FORCE -- THE AEROSPACE TEAM



WIND DAMAGE!!

Does the subject sound familiar? You bet it does! In 1978 several CAP aircraft were damaged in mishaps where wind was the probable cause or a major contributing factor. Some of the mishaps may have been prevented by reasonable precautionary efforts however, others would have been difficult to prevent. The following mishap briefs and related notices are provided to emphasize the need for continuous, preventive action.

a. The DHC-3 (Otter) was tied down outside during unusually high winds. An internal control lock was used to secure the controls. About one week later, the aircraft was flown with three persons aboard. The aircraft crashed on takeoff after uncontrollable pitchups were experienced. All occupants were fatally injured. Probable cause to date appears to be an elevator push rod which failed. The push rod was supposedly damaged during the previous high-wind condition as the internal lock allowed movement of the elevator. Other similar mishaps have been experienced when internal gust locks were used. (See also FAA Advisory Circular 43-16, Sep 78.)

Recommendations: Use external gust locks to the maximum extent, even if internal locks are provided. Inspect flight control systems closely, especially following exposure to high winds.

b. Schweizer Aircraft Corporation issued a service letter, subject: "Securing of Ailerons During Tie-Down," as ground winds drove ailerons against control stops.

Recommendation: Use aileron chocks (external control locks) on gliders.

c. A CAP Cessna Skyhawk was "flipped" by high winds when tie-down ropes broke. Several other aircraft followed suit. The fixed base operator (FBO) had been asked, on several occasions, to replace the badly deteriorated ropes with others of sufficient strength; however, the response received indicated a "take-it-or-leave-it" attitude.

Recommendation: If agencies with tie-down facilities fail to provide materials of sufficient strength, or if tie-down procedures result in undue exposure to possible threat, e.g., agency moves aircraft to another tie-down but fails to secure the aircraft, advise the agency of the shortcomings and of your concern for safety. If the agency fails to correct the situation, contact the nearest FAA General Aviation District Office (GADO). The GADO representative will then contact the appropriate agency or individual to encourage cooperation in mishap prevention. Should this fail, concerned insurance companies will probably join the effort, usually with effective results.

LET THERE BE NO DOUBT, WIND DAMAGE IS SERIOUS BUSINESS!!!!

YOU CAN HELP STOP IT!



UNIT FORMATION — Members of the Westchester Squadron stand in formation at Armonk, N.Y. They wear a variety of World War II Army Air Force uniforms, which were approved for CAP with a few minor additions.

CAP Uniforms Through The Years

By LT. COL. ALAN F. POGORZELSKI
Commander, Westchester Group
New York Wing

This article traces the development of the Civil Air Patrol uniform from 1941 to the present. No attempt has been made to include all items, but I have tried to show a continuity in the development. The main transitions have been covered, but any additions or corrections would be gratefully appreciated in order to present a complete history of the development of the CAP uniform.

The War

Until the Army Quartermaster Corps could propose and design an official blue uniform, General Order Number 1 from National Headquarters, Civil Air Patrol, in Washington, D.C., dated Jan. 7, 1942, ordered CAP members to report for duty in their weekend flying clothes.

Fabric shortages eliminated the planned blue uniform and also a two-tone brown one. Modifying the Army Air Forces uniform was suggested. An interim uniform was prescribed while the War Department reviewed that suggestion.

The standard Army cotton khaki uniform, with garrison cap was authorized. The basic CAP insignia of enameled metal was worn on the left curtain of the cap and the army piping was removed. The shoulder insignia, worn on the left sleeve, was the basic CAP emblem, a blue disk, with a superimposed white equilateral triangle, containing a red, three-bladed propeller. The letters US were added, below the triangle. The belt and socks were tan and the shoes brown. The tie, the only distinction of rank, was tan for officers and black for enlisted personnel.

The War Department approved Army Air Forces uniforms with CAP distinctions in July 1942. Red shoulder straps were prescribed for all members and red piping was added to the garrison cap. Noncoms wore Army

pattern chevrons on a red background. Ties were changed to tan for all personnel.

Officers wore regular army grade insignia on the red shoulder straps of the shirts and jackets. On the right collar of shirts, the silver colored metal letters CAP were worn, and on the left the AAF branch insignia, entirely in silver.

By the end of 1942, the summer and winter uniforms were authorized along with the service cap, with a distinctive insignia for officers. In addition to the red shoulder straps, on the service coat, officers wore a red braid, three inches from the end of each sleeve. The CAP letters and corps insignia, followed the Army policy on upper and lower lapels. Buttons were silver with the basic CAP design.

Specialty devices were worn four inches from the end of the left sleeve denoting assignments. Gold bars denoted six months service within the specialty. Pilots wore a special badge over the left pocket, a silver eagle perched upon the CAP emblem and observers wore a single silver wing extending to the left of a CAP emblem. Three triangle ribbons were worn, red for commendations, white for merit, and blue for distinction.

In 1945 the red trim was removed and officers wore the rank insignia on the left curtain of the garrison cap and on the right collar of shirts worn as outer garments. The all-silver prop and wing device was moved to the left side following the AAF policy.

In 1943, the cadet program was established and special insignia were established for cadets. A white arch with the word cadet was placed under the CAP emblem, and a special red, white and blue patch version of the aviation cadet insignia was authorized for the garrison cap. This uniform, without the red shoulder straps, remained into the post war period.

Post War — Corporation and Auxiliary

In 1946 the CAP was chartered by Congress as a

private corporation, no longer a semi-official government, nor Civil Defense agency. Each wing commander was relatively independent, and outlined policy regarding the uniform, within general norms of good taste.

Cost still controlled what the member would wear and the basic Khaki uniform or whatever winter items could be acquired would be worn. Members continued to wear the wartime insignia.

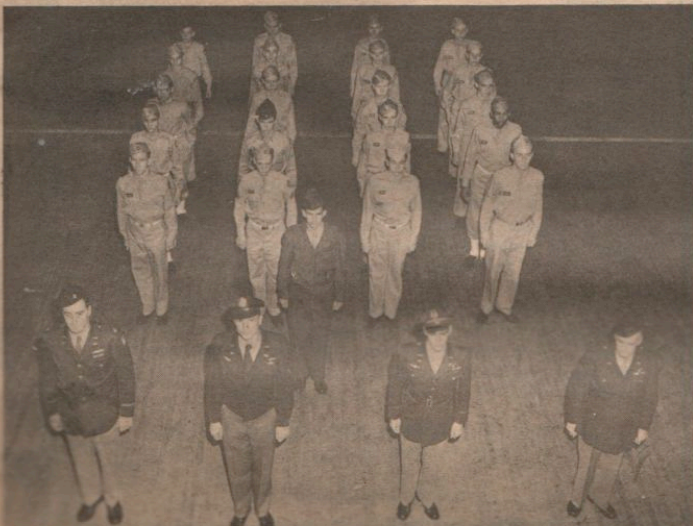
During 1947 the CAP uniform underwent minor changes. A red identifying arch was placed over the shoulder patch. The coat and "Ike" jacket remained the same, and senior member NCOs and cadets wore regular army chevrons. The letters CAP were worn on the left collar and the silver prop and wing on the right. The letters CAP were worn on both lapels. The metal and enameled disk was worn both on the service and garrison (overseas) cap by senior member NCOs.

Then in 1948, with the establishment of CAP as an auxiliary to the newly created Air Force, thought was given to proper image and the development of the "official" CAP manual. The manual, published a year later, specified that the CAP national shoulder patch would be worn by all members. The silver CAP letters were to be worn on both collars by senior NCOs and on the left collar by officers, replacing the silver prop and wing device, which was retained for the officer's coat and jacket.

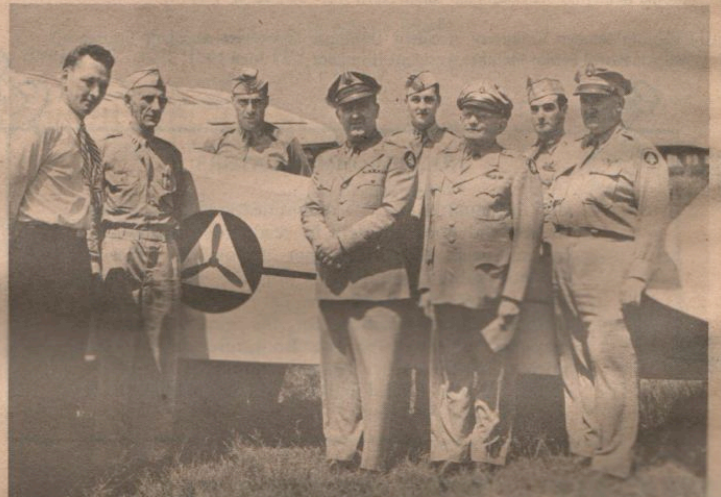
Wings started adopting wing patches, worn on the right shoulder, and new all silver aeronautical badges, service, merit and decoration ribbons were authorized.

Cadets wore a blue rectangle over the right pocket, with the letters CAPC. Four Cadet NCO grades were authorized, white on blue squares. Cadet officers wore silver ROTC rank of pips and diamonds. The silver colored letters CAPC were worn on the lapels of jackets and on the left collar of shirts worn as outer garments.

(Continued next month)



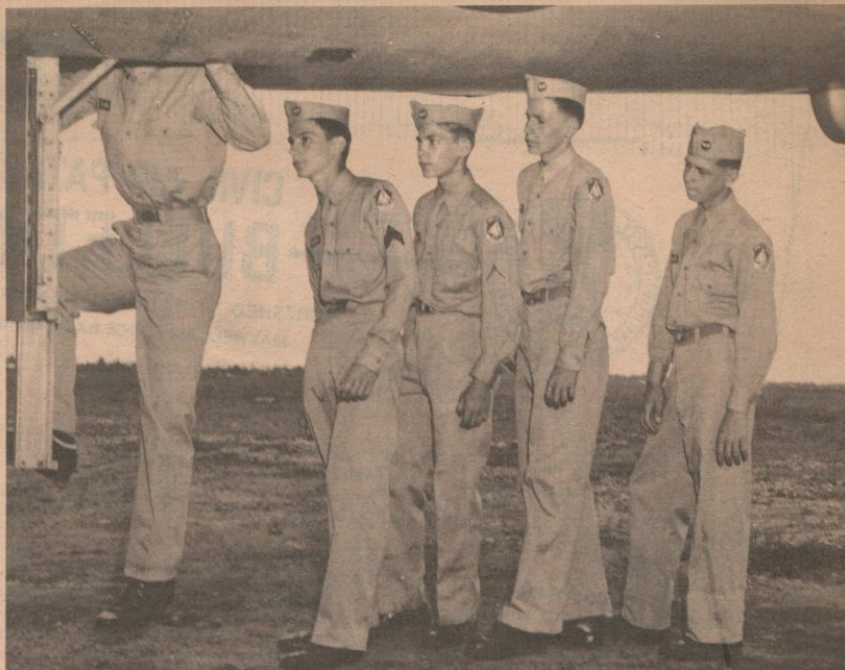
CADET UNIFORMS — In the early period of CAP, cadets, at the rear of the formation, wore a special CAPC patch over the pocket. Otherwise their uniforms were similar to that worn by other CAP personnel.



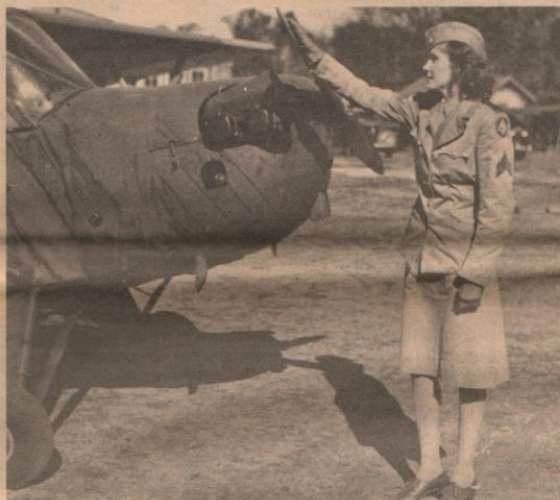
OFFICER UNIFORMS — Some of the special additions to the Army Air Forces uniforms are seen in this photo. Note the blue braid on the garrison (overseas) cap and the distinctive insignia on lapels, collars, as well as the CAP device on the service cap.



Dress uniform for women officers.



A CLOSE-UP LOOK at cadet uniforms in the early post-war period. These cadets from White Plains, N.Y., prepare to board a B-25 for an orientation flight.



Women's Khaki uniforms of the war period.



NCO UNIFORMS of the early period had Army stripes. Note the specialty badge on the lower right sleeve of the man at the left.



Array of World War II Army Air Force uniforms as adapted by CAP.



RED SHOULDER STRAPS, the national CAP patch and the propeller with wing collar insignia are clearly visible in this photo of a World War II style CAP uniform.



CIVIL AIR PATROL BULLETIN

PUBLISHED BY NATIONAL HEADQUARTERS
MAXWELL AIR FORCE BASE, ALABAMA

MARCH 1979

NUMBER 3

OPERATIONS

1. **FCC FORM 480:** To expedite CAP-USAF/DOK and FCC processing of radio station applications, enter (a) the elevation of landing area above mean sea level (AMSL) in Item 13A or 13B, whichever is appropriate; (b) enter "RA" for Repeater Access, "EF" for Emergency Frequency, and "AP" for Auxiliary Power, as appropriate, in the lower right-hand corner of Item 7; and (c) do not add height (length) of antenna to figure in 14B, but enter in 14C the uppermost height of the antenna above ground level." **DCS**

2. **TELEPHONE COMMUNICATIONS.** Many long distance toll calls are being placed to National Headquarters without the caller having the proper telephone number for the office sought. Because the Montgomery Directory Assistance currently lists only two numbers for Civil Air Patrol it provides/connects callers to one of these. Once connected, calls cannot be transferred and the caller is required to obtain the correct number and place another toll call. Actions are underway to expand listings for CAP National Headquarters but to insure proper connections, prior to calling, refer to CAPP 11-1 for the correct number and direct dial, it's cheaper. **DOK**

3. **HEADCAP 4 RADIO NET.** HEADCAP 4 is currently conducting a radio net on 7635.0KHz (USB) at 0130Z on Mon-Wed-Fri. HEADCAP 9 is the alternate NCS and conducts the net when HEADCAP 4 is unable to do so. CAP stations are welcome to join the net, and may pass official CAP message traffic to stations on the net who will meet the 1630Z Headquarters Net the next day. This frequency was obtained for official CAP communications; personal traffic and/or amateur type operations are not permitted. **DOK**

CHAPLAIN

4. **CAP PAMPHLET 265-1, THE CAP CHAPLAINCY "WHAT IS IT ALL ABOUT?"** Commanders and chaplains in possession of this pamphlet are reminded to correct the entry, third line from bottom of page 12, referring to initial dues for chaplains. Change this entry to read "twenty dollars." **HC**

5. **CHRISTIAN ENCOUNTER CONFERENCES FOR 1979.** Chaplain conferences this year will be held at Mars Hill College, Mars Hill, North Carolina, 23-27 July and at Mo Ranch, Hunt, Texas, 6-10 August. Registration fees of \$20.00 for both cadets and senior member escorts, together with CAP Form 31 or 70, should be sent to the National Chaplain no later than 30 days prior to the start of each conference. Any cadet is eligible to attend even if you've attended before. For more information about these relaxing, spiritual up-lifting weeks of enjoyment in a scenic, non-military atmosphere, a week to visit and make friends, laugh and be care-free, contact the National Chaplain, HQ CAP/HC, Maxwell AFB, AL 36112. **HC**

INFORMATION

6. **REPRODUCTION OF "ALWAYS VIGILANT" FILM.** HQ CAP-USAF/OI has had several inquiries regarding reproducing a print of the CAP feature film "Always Vigilant." The Air Force Aerospace Audio Visual Service, producer of "Always Vigilant," does not approve of this practice. The reproduction of the "Always Vigilant" film by CAP personnel or any other source outside the control of the Air Force Aerospace Audio Visual Service is not authorized.

PRINTS AVAILABLE. As of 31 January 1979 there are 91 prints of the "Always Vigilant" film in the AAVS film library system at Norton AFB, CA 92409, available for loan. In the past 13 months there have been only 4 turndowns by AAVS film library because prints were not available.

VIDEO TAPES OF "ALWAYS VIGILANT" FILM. In the November 1978 Bulletin Board, a lengthy explanation on the use of video tapes of the "Always Vigilant" film in junior and senior high schools video tape systems was announced. Since the announcement, there have been no requests received by the AAVS film library at Norton AFB for the 22 "Always Vigilant" video tapes available.

We repeat three of the paragraphs in the original video tape announcement in the November 1978 Bulletin Board:

"The success of this pilot program of introducing video tapes of "Always Vigilant" into the nation's schools depends solely upon the amount of feedback or response CAP units receive after the video tape showings."

"If the response is significant, the Aerospace Audio Visual Service has indicated that they will produce many more additional video tapes of "Always Vigilant."

"The Air Force is providing the means to introduce the Civil Air Patrol to tens of thousands of CAP cadet age students in every wing. It's up to CAP unit commanders to take advantage of the opportunity." **OIW**

7. **CHARTER MEMBERS.** Are there any CAP charter members in your squadron, in your wing? Someone who joined Civil Air Patrol when it was organized in late 1941, or soon thereafter, someone who is still associated with CAP? If so, Civil Air Patrol News is interested in publishing short feature articles, along with a photo or two, of these veteran members. If you know any, go see them, talk to them, get their story (and a photo), write up an interesting little feature and send it along. The only address you need is:

HQ CAP-USAF/OIIN
(Editor, Civil Air Patrol News)
Maxwell AFB AL 36112

THE CIVIL AIR PATROL "BULLETIN" IS PUBLISHED MONTHLY. IT CONTAINS OFFICIAL ANNOUNCEMENTS, INTERIM CHANGES TO CAP PUBLICATIONS, AND OTHER ITEMS OF INTEREST FOR ALL CAP MEMBERS.

CAP Bulletin

JUDGE ADVOCATE
8. INTERNAL REVIEW
for submission of Form 9

Tom Smith & Associates
ATTN: Mr. Bill Jayne
Third National Bank
Nashville, Tennessee

TRAINING

9. **CHECK THE ECI CARD**
that are available to those
enrollments be sure to check
may contact the ECI Registrar
to CAPM 50-17, Chapter 3

10. **TRAINING - LEADER**
scheduled to visit and teach
attendance at a SLS is not
wing director of senior pro

WING

Tennessee
Colorado
Alabama
Indiana
Michigan
Tennessee
New Mexico
South Dakota
West Virginia
Kansas
Oregon
Montana

PERSONNEL

11. **CAP FORMS 12 and 13**
the Civil Air Patrol News
They were not intended to
Oct 77, are current and valid

12. **CHANGES TO THE BY-LAWS**
junction with the new fiscal
prior to expiration date,
change in membership dues
than 1 April.

ADMINISTRATION

13. **NEW AND REVISED**

- a. CAPR 100-6, "Civil Air Patrol"
- b. CAPR 900-8, "Civil Air Patrol"

FOR THE EXECUTIVE DIRECTOR

R. A. Skinner
R. A. SKINNER, Lt Col, USAF
Director of Administration

JOIN THE U

PULL OUT AND POST

Pennsylvania Governor Presents Spaatz Award

ALLENTOWN, Pa. — Cadet Richard Graves of the Allentown Optimist Comp. Sq. 801 (Pennsylvania Wing) has received the Gen. Carl A. Spaatz Award.

Milton J. Shapp, governor of Pennsylvania, made the presen-

tation in special ceremonies at the state capitol building in Harrisburg recently.

Graves has been a CAP member since 1974. He is the son of Mr. and Mrs. Charles S. Graves of Center Valley, Pa. He graduated from Southern Lehigh High School and is now a sophomore at Lehigh University on a four-year Army ROTC scholarship.

He attended the Pennsylvania Wing's Hawk Mountain National Emergency Assistance Training School ranger training last summer where he earned the expert ranger rating.

Lt.Col. Swain Is Ohio Wing's New Commander

RICKENBACKER AFB, Ohio — Lt. Col. Marjorie Swain took over control recently of the Ohio Wing from Col. Leon Dillon, who stepped down due to demands of his civilian position.

Swain was born in Richmond, Va., where she graduated from Richmond Senior High School. She attended Shenandoah College and Conservatory of Music, earning a Bachelor of Education degree. She has taught elementary grades in Virginia and music in Dayton, Ohio, public schools. She hosted a daily radio program for eight years in Harrisonburg, Va.

She has held many positions in Civil Air Patrol, including Ohio Wing executive officer, director of personnel and assistant senior training officer. She was officer in charge of the Ohio Wing staff internal inspection and unit inspection programs.

At group and squadron level she has had assignments as information officer, administrative officer, personnel officer, group deputy commander and emergency services officer.

**Too Many Papers
At Your House
Leave This One
In Some Public
Place As A
Recruiting Aid**

Unit Provides Communications At Air Meet

TERRE HAUTE, Ind. — Members of the Terre Haute Comp. Sq. were recently called to meet the communications needs of a National Pilot's Association regional air meet, sponsored by Indiana State University.

CAP members provided a communications link between the control center at Hulman Airport and field judges located along the path of a navigation event in eastern Illinois. Contestants had to fly a course of some 90 miles, using pilotage techniques alone. They were graded on their ability to arrive at each checkpoint on time and on course.

Capt. Dave Littlejohn, squadron emergency services officer, was coordinator for the activity. He said the event was a good practice mission for the squadron. He stated that it provided several other important aspects for the unit. "One of the important aspects offered by the activity was the chance for the squadron to enhance its visibility in the community, especially among the flying public."

"In addition, the event offered a chance to test the use of our FM radios, without the benefit of a local repeater, across a fairly distant course. Such communications could become necessary if the area experienced severe winter storms and smaller communities in the locale lost their normal communications resources. In such a condition, CAP radio equipment could become a lifeline throughout the area."

The squadron commander, 1st Lt. Willis E. Mann, thanked other Indiana Wing units which provided additional equipment and personnel, including Col. Jack Hornbeck, wing commander, who loaned the FM radio for use in the field.



SPAATZ AWARD — Milton J. Shapp, governor of Pennsylvania, left, presents the Gen. Carl A. Spaatz Award to Cadet Richard Graves of the Allentown Optimist Comp. Sq. 801 (Pennsylvania Wing) in a recent ceremony at the State Capitol in Harrisburg.

Ariyoshi Makes Presentation

HONOLULU, Hawaii — Cadet Alan Fraser of the Wheeler AFB Cadet Flight (Hawaii Wing) has received the Gen. Carl A. Spaatz Award.

The award was presented by Gov. George Ariyoshi during special ceremonies held in his office in the state capitol building here.

Fraser joined his squadron in October 1975 and has been a member of the unit ranger team since then. He attended the Class A Encampment held by the Washington and Oregon Wings in 1976 and was named the outstanding male cadet of the encampment.

In 1976 he also received one of the two 15-hour flight scholarships given by CAP in Hawaii. In January 1977 he attended the Hawaii Wing's drill encampment and was named the wing drill commander for the year. He earned his private pilot license at the 1978 Hawaii Wing's flying encampment.

He graduated from Punahou School in Honolulu in 1978 and now attends Washington State University.

Since joining CAP he has held several positions, such as deputy cadet commander, communications officer, moral leadership officer, as well as chairman of the wing cadet advisory council.



AWARD PRESENTED — Hawaii Gov. George Ariyoshi, right, presents the Gen. Carl A. Spaatz Award to Cadet Alan Fraser of the Wheeler AFB Cadet Flight (Hawaii Wing) at special ceremonies held recently in the state capitol in Honolulu.

Delaware Senator Roth Gives Coleman's Award

WILMINGTON, Del. — Cadet Christopher A. Coleman recently became the 11th cadet from Delaware in 15 years to receive the Gen. Carl A. Spaatz Award, according to Maj. Jack M. Zimmerman, wing information officer.

Delaware U.S. Senator William B. Roth made the presentation in his Wilmington office recently.

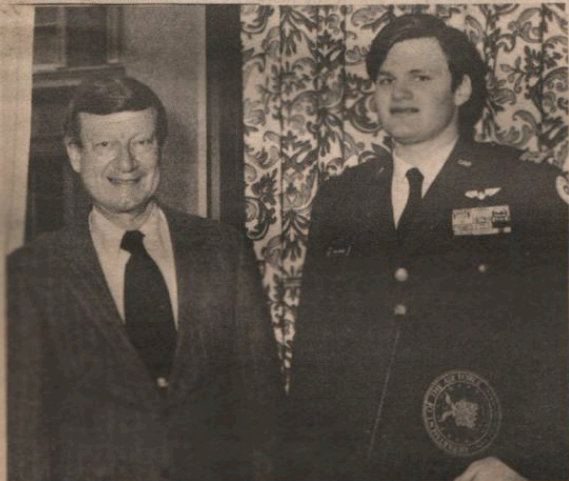
Coleman, the son of Mr. and Mrs. E.W. Coleman Jr. of Wilmington, is a member of the Brandywine Cadet Sq.

(Delaware Wing). He graduated from Mt. Pleasant High School where he was a member of the varsity football team, senior class valedictorian and a national merit scholar.

Coleman is now in his freshman year at the Virginia Polytechnic Institute and holds the Marshall Hahn Engineering scholarship, as well as a CAP scholarship.

He went to Sweden in the 1978 IACE. He has a private pilot license, which he earned through CAP.

CADET AWARD — Cadet Christopher A. Coleman of the Brandywine Cadet Sq. (Delaware Wing), right, poses with Delaware Sen. William B. Roth, who has just presented the Gen. Carl A. Spaatz Award to him. Coleman is the 11th cadet in the wing to receive the award in the past 15 years.



Vermont Mission Ends With Two Lives Saved

RUTLAND, Vt. — "It was the first mission in a long time that we've found survivors in a crash in Vermont," said one Vermont Wing member. "It made us pretty happy."

Vermont Wing was notified of a mission at midnight, Dec. 28, when a Piper Cherokee, en route from Boston to Rochester, N.Y., was reported missing in the mountains of southern Vermont where ridges and tiny valleys make search and rescue difficult.

Region Sets Staff College At Maxwell

MAXWELL AFB, Ala. — The Southeast Regional Staff College (RSC) will be held here during the week from Aug. 26 until Sept. 1.

"The RSC is one of the most important steps in a senior member's professional education program, and we are extremely fortunate in having a location such as Maxwell AFB, with instructors already in the management instruction business," said the school director, Lt. Col. Richard J. Curran.

Over the past several years those students who have gone through this program have reached some of the highest management positions in CAP, he said. "Remember, running a squadron or a group or holding a staff position needs all the education you can get. It's not only for those who aspire to be a wing commander."

"Pass the word around, tell your friends and set aside the time and apply now!"

Send CAP Form 17s directly to:

Director SER/RSC
Lt. Col. Richard J. Curran, CAP
Route 1, Box 478
Elmore, Ala. 36025

All applications will be considered on a first-come first-served basis. All wings should try to send their required number as indicated in the WEEP program.

Maj. Leslie E. Myers, commander of the Rutland Comp. Sq. and Capt. Bruce Wilder, wing emergency services officer, were searching the area where the ELT signals had led them. Myers said, "We had to search individual ridges because of the echoing effect they had on the signal."

They sighted the maroon and white plane at 10 a.m., 200 feet from the top of a snowy ridge in the Glastonbury area, three miles east of Bennington State Airport, and reported that there were survivors.

The pilot and passenger, both males, were evacuated by a Coast Guard helicopter rescue team from Massachusetts. They were taken to Bennington State Airport and then transferred by ambulance to Putnam Memorial Hospital in Bennington where they were treated for frostbite, multiple bruises and lacerations and multiple fractures.



GENERALS TALK — Brig. Gen. Thomas C. Casaday, left, national commander, Civil Air Patrol, and Air Force Brig. Gen. Paul E. Gardner, center, executive director, speak with Lt. Gen. James D. Hughes, commander, Pacific Air Forces, about Air Force support for CAP, during a recent visit to Hickam AFB, Hawaii.

Casaday, Gardner Attend Conference

HONOLULU, Hawaii — On a wet Wednesday Brig. Gen. Thomas C. Casaday, CAP national commander, and Air Force Brig. Gen. Paul E. Gardner, CAP executive director, arrived at Hickam AFB here to attend the Pacific Region Commanders Call and the Hawaii Wing Conference.

The following day, both generals discussed Civil Air Patrol support with Lt. Gen. James D. Hughes, commander-in-chief, Pacific Air Forces, and later that morning with Col. Sharman R. Stevenson, commander, 15th Air Base Wing. Finishing up the day, Gen. Casaday and Col. Howard L. Brookfield, Pacific Region Commander, attended the Mokulele Sr. Sq. meeting.

On Friday morning the Pacific Region Commanders Call opened at the Officer's Club at Hickam AFB. During the open session, Gen. Casaday challenged seniors to lead by example, physical, mental and spiritual, to search for respect rather than popularity and to demand

straight professionalism through performance and urged members attending the meeting to keep Congress informed of Civil Air Patrol activities within their respective states.

Gen. Gardner spoke to the Pacific wing commanders on the Supply Bill (HR 6237) and what it will mean to the Civil Air Patrol program if passed in the present form. He also pointed out the need for members of Civil Air Patrol to publicize all Civil Air Patrol activities. That evening Gen. Casaday and Gen. Gardner, Col. Bradford L. Sharp, Pacific Liaison Region commander; Col. William K. Baker, Hawaii Wing commander; and Col. Brookfield were guests at a dinner hosted by Dr. John Henry Felix, chairman, Senior Advisory Council.

Saturday started early for the two generals and many others. At 7 a.m. the generals, Pacific Region commander, and the wing commanders of the Pacific Region attended the Hawaii Wing Senior Advisory Council meeting, held at the La

Ronde Restaurant. During the meeting Gen. Gardner congratulated the Senior Advisory Council on the efforts to obtain state financial support for the new wing headquarters. He also reviewed a number of efforts under way at National Headquarters to improve current Civil Air Patrol programs.

Gen. Casaday addressed the Senior Advisory Council and emphasized the responsibility of Civil Air Patrol leaders to instill moral leadership standards in

our Civil Air Patrol cadets to prepare them for leadership responsibilities in the future. He then challenged the council to help prepare the youth of Hawaii to meet these Civil Air Patrol goals and objects.

When the meeting adjourned everybody was on the move again and went to Paradise Park, the scene of the Hawaii Wing Conference. During the conference, personnel from the national and regional staffs made comments to Hawaii Wing personnel.



MODEL HEADQUARTERS — Brig. Gen. Thomas C. Casaday, national commander, Civil Air Patrol, left, Dr. John Henry Felix, chairman, Senior Advisory Council, and Air Force Brig. Gen. Paul E. Gardner, executive director, Civil Air Patrol, inspect an architect's model of the future Hawaii Wing headquarters building.

ATTENTION!

IN CASE YOU DIDN'T RECEIVE A RENEWAL REMINDER!

In case you didn't receive a reminder from National Headquarters to renew your membership, or if you have misplaced your card, you may use this form to remit your membership dues. Mail, along with your remittance, to: National Headquarters (DPH), Maxwell AFB, Ala. 36112.

PLEASE PRINT

LAST NAME, FIRST, MI

MAILING ADDRESS — STREET

CITY, STATE, ZIP

CAP SERIAL NUMBER CHARTER NUMBER

EXPIRATION DATE

\$ AMOUNT OF DUES ENCLOSED

(Ask Your Squadron Commander if You Don't Know)

\$

VOLUNTARY CONTRIBUTION

☐ Cadet ☐ Senior

Ground Search Team Locates ELT

RENO, Nev. — The Washoe Jeep Sr. Sq. was called out shortly after midnight Jan. 10 for a ground search for a downed

Cessna 182 at Truckee, Calif. The squadron, under the command of Capt. Frank Higdon, mustered 10 vehicles, manned by

13 people and arrived at the Truckee airport, about 30 miles west of Reno, to meet Nevada County (Calif.) sheriff's deputies, who took them to the Tahoe-Truckee Sewer Treatment Plant where the search started.

The search was made on the north and south sides of the Truckee River, three to five miles south of the treatment plant. A signal from an ELT was coming in very strong there.

Most of the units from the squadron were sent to Glenshire on the south side of the river since it was the closest point available to vehicles.

Another small party searched around the sewage holding

ponds where a signal was coming from, but this was away from the suspected crash area. This party turned around and searched to the west of the treatment plant as far as was accessible by vehicles. A foot search party was sent out from Glenshire to the river.

The snowmobile platoon from the squadron went into the area with a portable direction finder (DF). The initial signal of the ELT they picked up led them in the wrong direction. Another search party contacted them by radio and they turned around.

The aircraft was found by a ground search team on the edge of the Truckee River in some trees at 5:35 a.m.

The California Highway Patrol

provided a helicopter to aid in the search if needed in daylight. Due to the heavily wooded, mountainous terrain, it was not feasible to use DF equipped aircraft at night.

This was the first known search in that area that started and ended at night without the aid of aircraft, according to squadron member Bobby J. Deckwa.

The aircraft that crashed had left the Truckee airport en route to Arizona. The pilot, with only 150 hours flying time, took off in a fog bank with ice still on the plane. He crashed about four miles south of the airport, at an elevation of 6,000 feet. None of the three persons on board survived.

SURVIVAL TIPS

U.S. AIR FORCE ACADEMY, Colo. — These winter survival situations have been prepared by survival experts at the Air Force Academy. Each is in the form of a multiple choice question, with the best answer explained.

Situation One

The weather has been cool with slightly overcast skies during the first two days of your hunting trip in a nearby mountainous area. On the third day high winds and rain force you to stop while several miles from your base camp. As you ponder your next course of action, it is obvious you must construct some sort of shelter to protect you from the weather.

You are located on an open hillside when you start looking for a place to build your shelter.

WOULD YOU:

- A. Look for an area close to water and fuel?
- B. Seek out a site that is large enough and level enough for you to lie down comfortably with available materials nearby for constructing the shelter?
- C. Look for a cave on the mountainside?
- D. Make do with the available terrain and seek protection immediately?

TO SURVIVE:

Alternative (B) would be the most correct action to take according to survival experts at the Air Force Academy. The two primary requisites for selecting a shelter site are (1) a place large enough and level enough for you to lie down comfortably and (2) an area with sufficient materials (i.e. trees, logs, rocks, bushes, etc.) available to aid in the construction of a shelter.

Alternative (A) offers desirable items that are not absolutely necessary when locating a suitable shelter site.

Alternative (C) is ideal if one can quickly locate a cave. However, with most situations like the one described, you are better to use the criteria in alternative (B).

Alternative (D) is not desirable. Even in mountainous terrain, you can locate conditions that satisfy the two requirements of a shelter site.

Situation Two

You have just parked your vehicle alongside a local lake and have joined two companions to load your 12-foot boat with all the necessary equipment for a day of duck hunting.

The temperature is 15 degrees and the wind is blowing at 10 miles per hour. There is no precipitation.

All three of you are clothed with several layers of winter garments to protect against the cold. As you depart from shore, the boat becomes unstable and capsizes, throwing everyone into the water.

After 15 minutes and with great difficulty, all three persons have managed to cling to the boat and make their way to shore. Once on shore...

WOULD YOU:

- A. Go to your vehicle and drive home to change clothing and warm yourself?
- B. Get to the vehicle or nearest dwelling and get the wet clothing off?
- C. Pool your individual efforts and retrieve what equipment you can before returning to your car and departing for home?
- D. Build a fire and dry out immediately? Your situation is serious and requires immediate attention if you are to survive.

TO SURVIVE:

Alternative (B), getting to your vehicle or to a nearby shelter, would be the best action according to survival experts at the Air Force Academy. Your situation is indeed serious and you must take immediate action to shelter your bodies, remove the wet clothing and rewarm yourself as soon and as quickly as possible.

If there is a house close by, it would be preferable to seek aid there before returning to your vehicle. Hopping into a hot shower and then stripping off your wet clothes is what Academy survival experts recommend. This should be followed by putting on dry clothing and drinking hot beverages.

If your vehicle is the only choice, hop into it, get it started and turn the heat on. Strip off your wet clothing and dry off, then try to produce some type of hot beverage to drink.

Alternative (A) would be acceptable if you were only five or ten minutes from home. However, you are fighting against time. You have already been in freezing water for 15 minutes and exposed to a wind chill factor well below zero. If you are a considerable distance from your home, alternative (B) offers the best immediate action to take, say Academy survival experts.

Alternative (D) would be a correct response if you were at a remote lake and your vehicle was a great distance away. Your only alternative might be to get in, out of wind and build a fire. However, with your vehicle very close by, using it as a shelter would be the most appropriate action.

Alternative (C) would be a suicidal action to take according to survival experts here. Hypothermia is a killer and a delay any longer getting out of the elements and into a dry, warm environment is inviting tragedy to strike.



HIGH AWARD — New York Congressman Tom Downey, left, poses with Cadet (now CWO) Warren Zelenski of Suffolk Cadet Sq. 7 (New York Wing) after presenting him with the Gen. Carl A. Spaatz Award.

Downey Presents Spaatz Award

HUNTINGTON STATION, N.Y. — Congressman Tom Downey of New York recently presented CWO (then Cadet) Warren Zelenski of Suffolk Cadet Sq. 7 (New York Wing) with the Gen. Carl A. Spaatz Award.

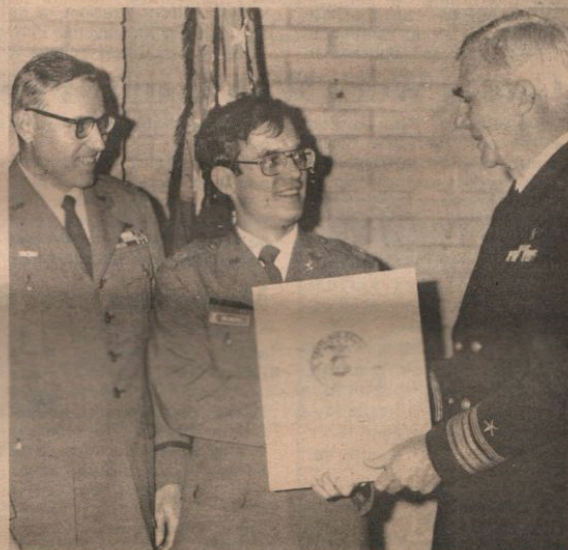
Zelenski joined CAP in 1973 and served as cadet commander for two years and was also cadet advisory council representative. He earned his private pilot certificate through CAP. He received a CAP engineering grant and

an Air Force ROTC scholarship. He is now a junior at Rensselaer Polytechnic Institute, majoring in Aeronautical Engineering.

He graduated from Walt Whitman High School in Huntington Station in 1976. He has

completed two Air Force Extension Course Institute courses and has won several ROTC honors, including the Distinctive Cadet Award, which he won twice.

Zelenski is the son of Mr. and Mrs. Stephen Zelenski.



FALCON AWARD — Capt. Bruce L. Hildreth, center, St. Mary's County Comp. Sq. (Maryland Wing), receives the Frank Borman Falcon Award from Rear Admiral James H. Foxgrover, commander of the Naval Air Test Center where Hildreth is an aerospace engineer in the Research and Technology Group of Strike Aircraft Test Directorate. Maj. John Johnson, commander of Hildreth's squadron, looks on.

New Test Shows Aircrews' True Abilities

By ROBERT MATTSO
Lt. Col., USAF
HQ. CAP-USA

Would each aircrew member please take a moment to reflect on the last search sortie you flew? Aircraft seating capacity permitting, were there at least two scanner/observers on board? Pilots don't count since they should be flying the aircraft safely and navigating accurately.

Did you actually search in the assigned search area? Did the pilot attempt to fly a uniform search pattern at an altitude which would allow detection of the target? If you were the scanner/observer, did you look at the ground every second while on a sweep? For every five seconds you were not looking, you missed two million square feet of the search area! Did you look out to the horizon or did you keep your scan within about 1/2 mile of the aircraft? Every time you look at the horizon you probably missed another million square feet of the search area!

If you had found the target could you have easily and quickly communicated the location to mission base and a ground

team? Did you know the approximate location of the nearest ground team? Could you send the coordinates of the crash site to the mission base if asked?

Ground teams need a better fix than "about two miles east of the white church!" They like positioning within less than one minute of latitude and longitude if possible. Remember a minute of latitude is one nautical mile. And, an error of only one minute could put the ground team on the wrong side of the hill, and hours away from the survivor.

Ask yourself, am I truly qualified to participate in the mission? Am I giving the survivor a chance to be saved?

Now, I know you are volunteers and you really can't devote as much time to this as you want. And I realize that your flying gives the survivors a chance that they may not otherwise have. But, does the fact that you are a volunteer authorize you to do an inefficient job of searching? If you are going to donate your time on emergency services missions, wouldn't you like to use that time effectively?

The reason I'm bringing up

SAR PEOPLE

these points is that I'm receiving some feedback concerning the ability of our aircrews. This past year many wings were involved in a new type of test. For the first time in many years aircrews were asked to demonstrate their ability.

Multiple targets were set out and ground personnel positioned to observe the aircraft while in the search area. The aircrew was briefed on the location of the grid, and given a search pattern and altitude to fly. On some evaluations the aircrew was asked to direct a ground team to a location.

The results of these evaluations were most distressing.

On one evaluation a number of aircrews could not even find the 50 square mile search area!

Most aircrews did find the area but few of them flew an effective search pattern at a reasonable altitude. Many of the targets were not found. And, I'm not talking about the sneaky, under-the-trees targets. In one case a full parachute was placed in the middle of a five-acre field. Several aircrews flew within one-half mile but missed it! Some "experienced crews" were observed in the search area flying here and there, and up and down, and found few, if any, of the targets.

Some of the most discouraging comments concerned the ability (or should I say inability?) of the aircrews to communicate with a ground team. Many problems exist concerning coordination between aircrews and ground teams and much coordination is needed to solve the problem.

It appears that we have many problems with the effectiveness of our aircrews. But let's look at the positive side of the situation. There are many dedicated, self-sacrificing persons trying to help the survivor. I believe with a little more attention to detail you can vastly improve your effectiveness. Periodically re-read

CAPM 50-15 to refresh your knowledge of mission requirements.

Thoroughly plan your sortie. Draw each leg of your search pattern on the map. Make sure you have two scanners/observers. When possible keep your eyes on the ground, and in the search area. On every flight try to fly as accurate a pattern as possible. Experience has shown that when a decent search pattern is flown the possibility of finding the target increased significantly.

During a test training mission a group of pilots with no previous search experience were thoroughly briefed on mission procedures and tasked to locate targets of varying difficulty. The success rates were exceptionally high and the times to locate the targets were well below average. These results were attributed primarily to accurate navigation and flying proper patterns and altitudes. Use each flight as an opportunity to improve your skills. These efforts will vastly improve your effectiveness and won't cost you a thing. And, guess which two individuals will gain the most!?! Press on!

Two Christian Encounter Conferences Planned

MAXWELL AFB, Ala. — Two Air Force-sponsored Christian Encounter Conferences will be held this year, according to Chaplain (Col.) Robert H. Beckley, CAP National Chaplain.

The 1979 conferences will be conducted at two locations — Mars Hill College, Mars Hill,

N.C., July 23-27, and at Mo Ranch, Hunt, Tex., Aug. 6-10. The conferences may pose transportation problems for most wings, Beckley said, so advance planning is necessary.

The Air Force, which has sponsored the conferences for 27 years, has again invited Civil Air Patrol cadets and senior

members to participate in this summer activity, he said.

The conferences are designed to appeal to the youth who must learn to cope with the demands of today's society. Increased attendance and participation have attested to the increasing popularity of these conferences.

The weeklong programs include presentations on relevant issues and are followed by "encounter" sessions in small groups. Opportunities are also offered to participate in choral groups, drama and folk music rehearsals, interaction groups, as well as swimming, tennis, hiking, and tours of local historical sites.

Commanders and directors of cadet programs should keep in mind that the Christian Encounter Conferences are unique in that each is a week of religious renewal. Cadets who have no desire to attend a religiously oriented type program should not be selected. A cadet who voluntarily selects a Christian Encounter Conference as an alternate activity may attend, but in no case should a cadet be forced to attend in order to fulfill a requirement.

Cadets and escorts may attend either of the conferences, depending on convenience, loca-

tion and transportation. There are no requirements for award achievement or physical examination. Please contact your wing liaison officer immediately for assistance or information on transportation.

Cadets must apply by submitting CAP Form 31 with a registration fee of \$20 no later than 30 days prior to the beginning of the desired conference.

The form should be mailed directly to: National Chaplain, HQ., CAP/HC, Maxwell AFB, Ala. 36112.

Senior members who wish to apply for escort duty must submit their applications on CAP Form 70, together with registration fee of \$20. Senior members must be 21 years old prior to the first day of the conference in order to qualify. At least one escort is required for every 10 cadets.

All applications will be approved on a first-come, first-paid basis at National.

Credit Given For Staff College

MAXWELL AFB, Ala. — Through an arrangement with Troy State University in Montgomery (TSUM), four quarter hours academic credit at both the graduate and undergraduate levels will be available to students of the 1979 National Staff College (NSC) at Maxwell AFB, Ala. (June 30-July 7).

Credit is offered in the areas of Management and Leadership (three quarter hours), and International Aerospace Affairs (one quarter hour). Cost is \$72 for the undergraduate and \$104 for the graduate course. (These tuition fees are in addition to NSC costs and are applicable to

those desiring academic credit only.)

More than one-fourth of the NSC students last year enrolled for academic credit. Since TSUM is accredited by the Southern Association of Colleges and Schools, most colleges and universities will accept the NSC course for credit. However, CAP members should ascertain this before enrolling for credit. A letter providing enrollment procedures will be included in each NSC applicant's information packet, which is mailed following receipt of an application in National HQ/TTN. The National Staff College is

open to CAP officers who are unit commanders, or who are in the grade of major and above. Attendance at a Region Staff College is prerequisite for all other members. Based upon the present billeting and messing fees at Maxwell, the cost for attending NSC will be approximately \$90. National airlift will be requested from all regions, but students must be prepared to furnish their own transportation in the event airlift is not available.

Application deadline is April 27. Eligible CAP members should apply through CAP channels to National HQ/TTN.

Cadets Work With County Fire Commission

IVERNESS, Fla. — Four cadets from the Citrus County Comp. Sq. (Florida Wing) have been chosen to work as volunteer

dispatchers with the county fire commission.

At the urging of the commander of Florida Group 7, Maj. Charles A. Smith, to have CAP work more closely with civil defense authorities, several cadets met with George Allen,

county director of disaster preparedness.

Cadets participating are Ernie Stanley, cadet commander; Robert Martin, cadet deputy commander; Valerie Weber, personnel officer; and Jeff Adkins, information officer.

Minnesota Cites Dakota Squadron

FARGO, N.D. — The Fargo-Moorhead Cadet Sq. (North Dakota Wing) received a public service citation from the Minnesota Department of Natural Resources for efforts in boating safety education in the Fargo, N.D.-Moorhead, Minn., area and for assistance to the Otter Tail County, Minn., Sheriff's Department during the summer.

The squadron, under the leadership of Maj. David Ortner of Moorhead, volunteered time and watercraft to assist boaters on 16 weekends during the summer. In that period they towed 41 disabled boats, assisted 61 others and saved the life of a sailboatman when his craft capsized.

The squadron also performed nearly 300 courtesy boat checks.

NCR Staff Member Black Dies

MINNEAPOLIS, Minn. — Lt. Col. Laura M. Black, a member of the North Central Region staff, has died of lung cancer, for which she was hospitalized upon her return from the CAP National Board Meeting in Phoenix, Ariz., last September.

Black, a 36-year veteran of Civil Air Patrol, was 82. She was a nurse and physical therapist who joined CAP in 1943. She wanted to join one of the military services but stayed home with an ailing mother. She became interested in flying, took lessons at age 46 and made several trips across the country in a J-3 Cub she and a friend bought. She kept her license

current until she crushed some vertebrae several years ago and could no longer pass her physical.

Then she found a new hobby in radios, became a CAP alternate net control station and continued to study, getting her ham license.

She served in various positions in local St. Paul squadrons and the Minnesota Wing staff before joining the region staff. Black received many awards, including several Meritorious Service Awards, and most recently the Grover Loening Award, which was presented at the region conference last spring.

Black is survived by no known relatives but by many friends.

Correction

Correction to the Senior Member Activities Schedule that appeared in the February issue.

The correct dates for the Pacific Region (Western) Staff College are: June 17-23, with classes beginning at noon, Sunday, June 17.

Applications should be mailed to: Western Staff College, P.O. Box 6139, Portland, Ore. 97201.

In Memoriam

Recent contributions to the Civil Air Patrol Memorial Fund include: In memory of James E. Boyd III and Lieutenant Colonel Wm. Henry S. Gault, Jr. In memory of James E. Boyd III and Lieutenant Colonel Wm. Henry S. Gault, Jr. In memory of James E. Boyd III and Lieutenant Colonel Wm. Henry S. Gault, Jr.

Senior Awards

Grover Loening Awards

Francis E. Harlow 08013
Bernard J. Minardi 11235
Barry R. Metz 37080

Paul E. Garber Awards

Harold G. Young 07010
Louis H. Schwitzer 12064
Arthur W. Long 13002
Sherman P. Tynes 25017
Frederick C. Friess 37049
Charles Hair 37050
Margret Racz 37050

CADET AWARDS

Earhart Awards — January 1979

Lee J. Erickson 01005	William L. Sales 12132	Robert G. Zebrowski 37026
Matthew L. Hicks 02085	Randall E. Green 16005	Charles W. Coleman 37048
Richard D. Picard 02094	Donald C. Marreero Jr. 16010	Terry Hawes 37080
Arnando J. Mendoza 04015	James M. McNamara Jr. 23076	Hans C. Pittman 39019
Eric R. Rice 04184	Tim J. Anderson 23088	Michael G. Fonseca 45064
Richard A. Radvanyi 04193	James C. Fu 29058	Tim D. Vik 46030
Kurt C. Held 04346	Duane G. Redfern 29092	Sara R. Bond 51028
Richard J. Wages Jr. 06004	Lloyd W. Eastland 32019	Thomas P. Turner 52106
Leroy G. Thompson 06058	Karen L. Hoffman 32048	Peter D. Ramos 52106
David L. Mulligan 08160	James D. Concepcion 32111	Janet Torres 52122
Kenneth D. Meyer 09087	Charles S. Williams 32111	
Robert M. Garrison 11212	Jon V. Guerra 37025	

Mitchell Awards — January 1979

Mark L. Chastain 01005	Kevin E. Sands 29004	Rafael Molinaris 52059
James R. Whillock 01005	Kenneth C. Cowan 29081	Thomas Chiclana 52062
Harold L. Wilson 01100	Guy D. Cusumano 29082	Justin Gonzalez 52062
Rae L. Reichardt 04007	Douglas J. A. Edwards 29092	Alex Voley 52062
Simon Damico 04180	Michael Cullion 29092	Mario Davila 52062
Robert R. Nadeau 04184	Charles L. Mader II 30016	Miguel A. Ramirez 52062
Stanley Schroeder 04282	Mark J. Carino 30077	Noel Villanueva 52068
John D. Edwards 04384	Jay S. Kaufman 31020	Lillian Colon 52068
Eddie A. O'Neill 05030	Joseph R. Podraza Jr. 31020	Sonia Rodriguez 52068
Michael P. Grant 05070	David A. Tittus 31158	Ana M. Santiago 52091
Paul E. Holmes 06071	Joseph A. Lababera 31162	Carlos S. Torres 52091
John E. Blucher 06071	Joseph P. Veltri 31238	Mariangie D. Garay 52091
Donald C. McGrath 06071	Elaine C. Barlow 31273	Gregory Pagan 52094
Thomas P. Kaczmarek 08066	F.M. Koennecke Jr. 31296	Andres Diaz 52094
Mark E. Cominski 08116	Scott H. Stravitz 31328	Thomas Deliz 52094
Thomas C. Jones 08159	Donald C. Barnes 32111	Justin Ortiz 52094
Mark T. Clawson 08159	Joseph W. Wambach 34032	Edsel R. Gomez 52094
Pedro A. Alencio 08286	Michael M. Rach 34153	Edwin Ojeda 52094
Raymond B. Riggan III 08293	Gary L. Jewell 34166	Carlos A. Miranda 52094
William F. O'Neal 09067	George M. Antonosani 34198	Victor L. Lopez 52094
James C. James Jr. 10049	Paul Seketa 34219	Freddy Laboy 52094
Bill G. Harbers 11228	Kevin H. Pannell 35023	Carmen C. Perez 52098
Mark B. Hyten 11228	Curt E. Weixel 37172	Aracelis Mulero 52098
Ted F. Olt 11262	Gregory H. Ray 37246	Ricardo Rojas 52098
Gregory A. Harris 11275	Robert J. Corser 38012	Carlos J. Hernandez 52108
Gary N. Henry 12132	Andrew R. Gilbert 38012	Rafael Perez 52108
Michael T. Orr 12132	Charles S. Mixon 42026	Ismael Ramos 52108
Alvin P. Graul Jr. 12176	Michael A. Gentry 42262	Francisco Aponte 52108
Keith A. McDavid 16010	Robert D. Sholl Jr. 42262	Porfirio Leon 52108
Holly A. Radecker 16079	Thor E. Chester 42334	Jose I. Ramos 52108
Whitfield J. Clark 16079	William T. Conroy 42351	Reinaldo Melendez 52108
John V. Pante 18013	Anthony J. Simmons 42351	Hector B. Hernandez 52108
Clark D. Mailder 18028	Eric T. Brunelle 44005	Marcos A. Robert 52108
Roth J. Sweeney 20240	Carlos C. Whaley Jr. 45017	Nicolas J. Rivera 52108
Barry W. Simmonds 20241	Kevin P. Johnson 49018	Hector Rivera 52108
Julie A. Jankowski 20261	Jose M. Del Toro 52002	Abraham Marciano 52109
Teri L. Janasik 20261	Hector Orengo 52002	Israel Conde 52126
Dave M. O'Brien 21006	Joseph P. Chaulisan 52002	Victor G. Camacho 52126
Daniel S. Hiatt 21080	Oliverio Pierlissi 52013	Teresita Orozco 52126
Mark W. Neale 21094	Guillermo Cruz 52013	Cesar A. Carrasco 52126
Clark D. Underdown 23040	Jimmy Maldonado 52013	Bonniebe Valentin 52126
Paul V. Hernandez 23098	Virgen M. Cruz 52013	Carlos A. Soto 52126
Michelle M. Perez 23105	Jorge Gotay 52013	Joseph I. Zachariah 52126
Lawrence G. Tidball 25053	Miguel A. Torres 52017	Gabriel E. Rondon 52134
David A. Nichols 26019	Jose A. Rivera 52017	Jose J. Garcia 52134
David W. Reichert 26029	Julio Rivera 52045	
John P. Orr 27031	Jesus Velazquez 52045	



LT. COL. OMAR CRIM, 74, a member of the West Virginia Wing staff, has been flying for nearly 50 years. (Photo by Chet Hawes, Charleston (W. Va.) Daily Mail)

Pilot Still Active At 74

CHARLESTON, W. Va. — Lt. Col. Omar Crim, 74, a member of the West Virginia Wing headquarters staff has been flying for almost 50 years.

He began flying in the late 1920s and first soloed in 1933. Like other early aviators here, he learned to fly in a seaplane, practicing take-offs and landings on the Kanawha River. He's piloted airplanes, worked on engines and taught more than 1,000 other people to fly.

During World War II, Crim was a CAP pilot, flying coastal patrols, searching for enemy submarines. Along with other CAP pilots, he also escorted convoys down the coast and towed targets for

anti-aircraft gunnery practice.

He returned to Charleston after the war, but was reluctant to give up full-time flying. He took over a small airfield and operated it singlehandedly for many years. He maintained the airstrip and worked on planes, pumped gas and performed all the other essential tasks.

After the field was sold, Crim worked at Kanawha Airport, flying charters and instructing. He and his wife operated a sightseeing service on weekends. He still shows up daily at the private aviation section of the airport although now he is semi-retired.

He still flies occasionally

and has an immaculate safety record, having been injured only once — when he bumped his head on a plane he was working on. None of his students have ever been injured either.

"Technology has made flying easier in some ways but there are too many regulations now. Pilots don't learn to navigate as well now," he says. "If their radios go out, they are lost. If mine goes out, it doesn't bother me."

He says that he will keep on flying as long as he can pass the physical and his health is good. "I think I can do just as well or better than 90 percent of pilots," he says.

April And May Are The Most Hazardous Months

By RICHARD Y. COSTAIN
Lt. Col., USAF
Rocky Mountain Region

The National Transportation Safety Board is concerned about the large number of weather-related general aviation accidents. A recently completed study based on 7,856 accidents indicates that late winter and spring is the most dangerous time of the year.

During April and May, more nonfatal, weather-involved accidents occurred than during any other time of the year. Beginning in November, the accident trend began to rise and peaked in May. From May, the trend was downward until the low point was reached in November. The largest rise in accidents was from February to March!

The study shows the most frequent cause of weather-involved

general aviation accidents to be "inadequate preflight planning and preparation." Statistics reveal that most of these accidents occurred during landings, that is, either during the landing roll or during leveloff and touchdown.

Most often the weather was VFR, but unfavorable winds existed. Statistics show that a pilot is 12 times more likely to encounter weather as predicted than to encounter weather worse than predicted. The main problem appears to be winds.

Unfavorable winds were cited five times more frequently as an accident cause than were low ceilings, and 16 times more frequently than was thunderstorm activity! Recent accident investigations indicate that wind shear near the ground may have contributed to several previous-

ly unexplained accidents.

Wind shear is difficult to forecast, but may be anticipated near severe weather such as thunderstorms, fast-moving fronts, and when strong, gusty winds exist. Pilot reports are one of the best sources of information on wind shear. If wind shear is suspected, be certain to contact recently departed aircraft or agencies able to provide PIREPs as these are the best sources of current information available on wind shear.

As a result of its findings, the Safety Board urges general aviation pilots to attend the various safety seminars, clinics, and courses of instruction sponsored by both government and industry. For familiarization purposes, there is no substitute for calling National Weather Service and Federal Aviation Ad-

ministration facilities to determine what information is available and the means by which it can be obtained. Remember, we are in the midst of the most dangerous time of the year.

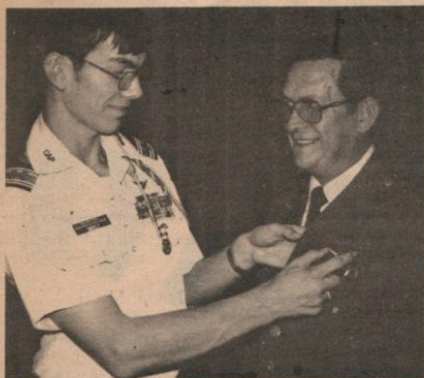
The board urges all pilots — including Civil Air Patrol pilots — to postpone any flight until a timely and thorough preflight weather briefing can be obtained, and reiterates that if there is any doubt, DON'T GO.

CAP Obituaries

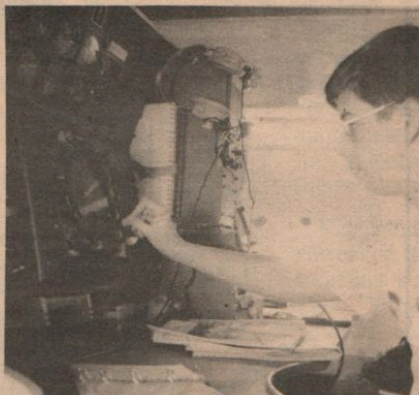
Civil Air Patrol News publishes each month a list of Civil Air Patrol members who have died recently. Notice of death should be sent to the Personnel Section of National Headquarters in accordance with Regulation 35-2, or to the National Chaplain's office — not to Civil Air Patrol News. Listed are names, ranks, dates of death and CAP unit.

BLACK, Laura M., Lieutenant Colonel, Jan. 12, 1979, North Central Region.
CAMPELL, Frank E., Major, Nov. 12, 1979, Brunswick Topsham Camp, Maine Wing.
FRIEDMAN, Robert, Major, Dec. 16, 1978, Illinois Executive Reserve Group 1, Illinois Wing.
FUSCO, Arthur S., Senior Member, Jan. 23, 1979, Herkimer County Camp, New York Wing.
JAYE, Vera S., Lieutenant Colonel, Dec. 23, 1978, Wisconsin Wing.
JOHNSON, William R., Captain, July 1978, Bemidji Camp, Minnesota Wing.
KNAUER, Jeffrey C., Senior Member, September 1978, Kotzebue Sr. Sq., Alaska Wing.
MANKINS, Howard G., Major, Jan. 9, 1979, Odessa Camp, Texas Wing.
MARR, James C., Jr., Captain, Jan. 10, 1979, Dalton Defenders Camp, Kansas Wing.
VOLID, Peter, Lieutenant Colonel, June 1978, Illinois Executive Group 1, Illinois Wing.

CAP News In Photos



SOLO WINGS — Cadet Todd Snively, left, cadet commander of the Farmington Comp. Sq. (Michigan Wing), who earned his solo wings at the wing solo encampment, pins solo wings on his father, 2nd Lt. Larry Snively, squadron communications officer. (Photo by Maj. William Mendoza)



RADAR INSTRUCTION — Cadet Paul Wilkinson, West Richmond Cadet Sq. (Virginia Wing) receives instruction on navigational radar in an Air Force T-43 en route to Wright-Patterson AFB, Ohio, for a tour of the Air Force Museum.



COLOR GUARD — Members of the Lantana-Lake Worth Cadet Sq. (Florida Wing) lead a recent parade in Lake Park, Fla. The squadron claims to be the oldest chartered squadron in the U.S. that is still active. The squadron was asked to take part in three Christmas parades last year.



DISASTER RELIEF — Lt. Col. N. Lee Tucker, commander, Group 4, Kentucky Wing, right, and Dorsey Curtis, chairman of the Frontier Chapter of the American Red Cross, center, are assisted by a Kentucky Air National Guardsman in unloading emergency food supplies for distribution to victims of the worst flash flooding in the history of Kentucky last December.



MOVIETHON—Cadet Johnny Cleveland, above left, Capt. Merle Sollinger, center, and Cadet Terry Elliott, Muscle Shoals Comp. Sq. (Alabama Wing), operate a TV camera in a moviethon broadcast.



WASHINGTON VISIT — Fred McLuckie, administrative assistant to Pennsylvania Congressman Austin J. Murphy, right, greets members of Pennsylvania Wing's Group 1400 who recently toured aerospace facilities in Washington, D.C. The congressman was in his home district at the time and couldn't meet them personally.

PEOPLE...In The News

Northeast Region

Capt. Emery Plesko has been named commander of the Rostraver Senior Sq. 605 (Pennsylvania Wing). He succeeds 1st Lt. Alf Bergstrom. . . The Cumberland Comp. Sq. (New Jersey Wing) recently held special training sessions to upgrade the proficiency of its emergency service personnel. Nineteen seniors and cadets took a radiological monitoring course and 13 members took a first aid course. . . Cadets Karen Gladue, Bryan Cooper and Lisa Roy, all of the Rhode Island Wing, appeared on local television recently to educate the general public on Civil Air Patrol.

The Westchester Group (New York Wing) sponsored an American Red Cross CPR course recently as part of their emergency services training. Participating in the training were Maj. Johnnie Pantanelli, Capt. Robert Zottoli, 1st Lts. Edward Donovan, Steve Gottlie and Dorothy Pogorzelski. Cadets participating included Bob Antonio, Bea Farrar, T. Kim, Vivianne Pennock and Chris Russo. . . Members of the Philadelphia Comp. Sq. 104 (Pennsylvania Wing) have taken part in a CPR course sponsored by the American Red Cross. Those members participating in the program included 1st Lt. R. Franklin, squadron commander, and S.M. D. Ott. Senior Member Ted Nawrocki served as instructor for the course.

Members of Franklin-Oil City Comp. Sq. 501 and Conneaut Lake Sq. 503 (Pennsylvania Wing) have conducted a weekend winter training session. Members attending were Cadets Greg Reinsel, Rick Reinsel, Greg Wood, Randy Hall, Bill Campbell, Fred Manville, Capt. Clete Reinsel, Bill Smith, 1st Lt. Dave Lynn, and Senior Members Rick Stroup, Hubert McGuire and Paul Snoover. . . Cadets of the Kent County Comp. Sq. (Rhode Island Wing) have recently completed a five week course in fencing. Instructor for the course was Ralph Paparella. . . Members of the South Lake Group and Horseheads Cadet Sq. (New York Wing) have participated in a state-organized Civil Defense drill. Those participating include Maj. Roland Ball, Capt. Barry Swan and Clayton Murphy, 1st Lt. John Colelli and Senior Member Beverly Parker. Cadets participating included Michael Levesque, Henry Stoll, Kevin Blaney, Gregory Simons and Scot Tryon. . . Second Lt. Dorothy Spielman-

Pogorzelski has become the first member of the Westchester Group (New York Wing) to complete all three Defense Civil Preparedness Agency correspondence courses.

Middle East Region

Towson Comp. Sq. (Maryland Wing) provided communications support for the annual WBAL marathon. Lt. Col. Leslie Wolsey acted as communication's officer for the project and operated the base station from his home. . . 1st Lt. Dave Adams, commander of the Linthicum Comp. Sq. (Maryland Wing) is also a member of the U.S. Army field band stationed at Ft. Meade. . . Capt. Leon G. Hovermale, a member of the Potomac Senior Sq. (West Virginia Wing) has been appointed to the position of standardization/evaluation officer at wing level. . . Twenty members of the Col. V.I. Grissom Cadet Sq. (National Capital Wing) recently visited Dulles International Airport. While there, the cadets viewed a film on the functions of the FAA and toured the tower and tracking center.

Southeast Region

At the recent parent's night held by the Pompano Beach Cadet Sq. (Florida Wing), 1st Lt. David R. Nuce relinquished command of the squadron to Capt. Edward C. Wolff. . . Cadet Bruce Hardy of the Mid-Florida Cadet Sq. (Florida Wing) has been named the most outstanding cadet in Group 7. . . Hollywood Comp. Sq. members recently viewed a training film on the U.S. Air Force Academy presented by academy admission liaison officer, Air Force Lt. Col. Himelhoch. . . Group Three Florida Wing cadet and senior members participated in the annual Sun 'n Fun Fly-in by assisting in the parking lot, entrance and flight line gates and aircraft security and crowd control.

Great Lakes Region

Cadet Dan English, a member of the Alliance Cadet Sq. (Ohio Wing) has earned his solo wings. His instructor was Capt. Forrest Barber, aerospace education officer for the squadron. . . John

Stewart, chief of Operations for the Detroit region of Pan-American Airways gave a talk on safety to members of the President Gerald R. Ford Sq. recently. He explained the different aspects of flying safety and stressed the method of safely guiding an airplane on the ground. . . Five senior members of Group 15 (Illinois Wing) have attended the squadron leadership school held recently. They are Maj. Derek Stacker, Capt. Robert McDonald and Charles Lowery, 1st Lt. Leon Flowers and 2nd Lt. Joe Boershma.

During the recent blizzard that paralyzed the Chicago area, members of the Oak Lawn Comp. Sq. (Illinois Wing) put their emergency services training to good use. Squadron commander 1st Lt. Russell Klatt and cadet commander Mike Gallagher assigned personnel to four fire department stations and directed them to assist in any way possible. Other squadron members participating included Capt. Clyde Zellers, 1st Lts. Ed Brudnicki and Bill Hunoway and Cadets John Klatt, Tom O'Neill and David Paul. . . Cadet Jeffrey Nelson has been named Group Ten Wisconsin Wing's honor cadet for 1978.

Southwest Region

Members of Wilcox Senior Sq. 106 (Arizona Wing) recently participated in a civil defense exercise. Capt. Gus Arzberger and Maj. Marsha Arzberger were in charge of preparations for the test. . . Second Lt. Dale Robinson and Cadet Jeff Glasscock have been named outstanding senior member and cadet member respectively of the Phoenix-Litchfield Comp. Sq. (Arizona Wing). . . Cadet Charles Bornstein, a member of the East Bank Cadet Sq. (Louisiana Wing), has earned his solo pilot wings.

Rocky Mountain Region

Utah's Weber Minuteman Comp. Sq. was named cadet squadron of the year and squadron of the year during the recent wing banquet. Cadet Chris Griggs, also of Weber Minuteman Comp. Sq. was named outstanding cadet of the year. . . Mile Hi Cadet Sq. (Colorado Wing) has

held its first winter bivouac for 1979. Fourteen cadets received training in safety, winter survival, communications, camping techniques and proper hiking techniques. Randy Lisano was named honor cadet for the bivouac.

Pacific Region

Second Lt. Howard Semey, commander of the Presidio of San Francisco Comp. Sq. (California Wing), presented emergency service cards to the following cadet members at recent squadron ceremonies: Grace Muller, George Ishikata, Jeffrey Wong, and Henry Nanjo. . . Cadet David Price has been named cadet commander of John J. Montgomery Memorial Cadet Sq. . . At the recent Group Two awards banquet, 1st Lt. Claire Boisjoli was named outstanding senior member, Cadet Steven Stanton was named outstanding cadet and 1st Lt. Robert Green was named outstanding commander.

Cadets Assist At Accidents

SOUTHFIELD, Mich. — Returning from a visit to the Detroit Police Aviation Section, three cadets of the President Gerald R. Ford Cadet Sq. (Michigan Wing) witnessed an auto accident at one of the busy intersections in Southfield.

Immediately one of the cadets, John Hymes, went in his car to get help while the other two, Cadet Eva Rosso and Tina Cantwell, remained at the scene. Rosso directed traffic while Cantwell comforted the car's occupants. Hymes got help from 2nd Lt. Gerald I. Krasfur, who called the police. Krasfur and the cadets assisted the police until the accident was cleared up.

In another unrelated incident, Lt. Col. R.V. Munguia, squadron commander, and his son, Cadet Randy Munguia, on their way to the weekly squadron meeting, came across a motorcyclist on the ground. They assisted the injured man and directed traffic until the police and ambulance arrived.



IBM CHECK — Capt. John Stankus, commander of the Taconic Cadet Sq. (New York Wing) and employee of IBM, presents a check for \$1,045 on behalf of IBM's community service program to Cadet Stephen Hughes, cadet deputy commander.

Florida Group Finds ES Academy

POMPANO BEACH, Fla. — The Pompano Beach Cadet Sq. and Florida Wing's Group 9 recently joined forces in forming an Emergency Services

Academy under the direction of CWO Edward C. Wolff with 2nd Lt. Art Wolff and Cadet Jim Day as instructors.

The program aims at giving

Gardner Guest Of Honor At Triple Anniversary Dinner

HARRISBURG, Pa. — Members of the Civil Air Patrol, the Olmsted Chapter 222 of the Air Force Association (AFA) and the Silver Wings Fraternity celebrated their respective anniversaries at a dinner-dance held recently at the Penn Harris Motor Inn in Camp Hill, Pa.

It was the 37th anniversary of CAP, which was founded Dec. 1, the 25th anniversary of the Olmstead Chapter and the 75th anniversary of powered flight Dec. 17 at Kitty Hawk, N.C.

Silver Wings is a nationwide fraternity of air-minded members who made a first solo flight in powered aircraft at least 25 years ago.

Air Force Brig. Gen. Paul E. Gardner, executive director, CAP, was guest of honor and speaker. Gardner was presented a small pair of silver wings by CAP Lt. Col. Robert Miller, president of the AFA chapter, making him a qualified member of the Silver Wings organization.

cadet and senior members of the group in-depth training in the area of emergency services, according to CWO Wolff.

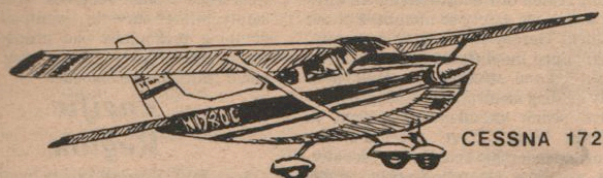
Classes and tests required to qualify for a CAP emergency services card are included, along with courses in radio operation and flight line handling. Students also have classes in first aid, mission preparedness, mission equipment and field navigation.

Two pilots from the Search-A-Gator Sr. Sq. and one from Group 9 donated their time and aircraft for cadet orientation flights and ground handling classes.

After the first weekend, six cadets earned CAP radio operator permits, six cadets passed the emergency services test and 13 cadets and two seniors received their standard first aid rating.

Recruiting Campaign Scoreboard - - - So Far !! (AS OF 31 JAN 79)

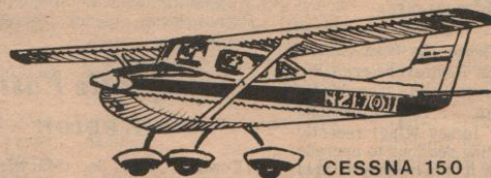
MOST NEW MEMBERS



CESSNA 172

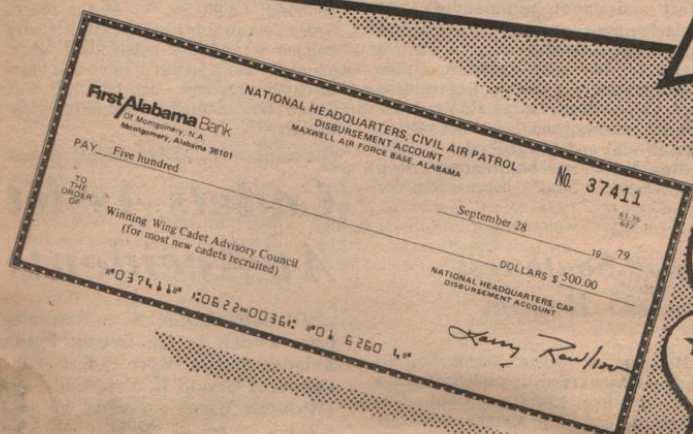
- ★ FLORIDA ★ PUERTO RICO
- ★ NEW YORK ★ CALIFORNIA
- ★ PENNSYLVANIA

HIGHEST % NEW MEMBERS



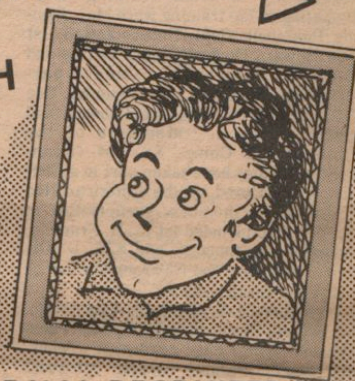
CESSNA 150

- ★ WYOMING ★ GEORGIA ★ FLORIDA
- ★ PUERTO RICO ★ NEW MEXICO



WILL YOUR PICTURE BE HERE
NEXT
MONTH?

- ★ FLORIDA
- ★ PUERTO RICO
- ★ CALIFORNIA
- ★ PENNSYLVANIA
- ★ NEW YORK



MOST NEW CADETS

HIGH INDIVIDUAL RECRUITER

Florida Recruiters Earn Prizes

MIAMI, Fla. — Prizes have been awarded in the first phase of Project Launch, Florida Wing's recruiting drive.

The Wing Commander's Special Award went to Lt. Col.

Evaristo Marina, Miami Aerospace Cadet Sq., who recruited 90 new members.

Other top senior member recruiters were: C.S. Meyer, recruiting 36 new members, who

gets his choice of a \$300 flight scholarship or a mess dress uniform; Scott Boyd, 33 new members, who wins a \$174 Clegg radio; Theodore Robbins, 30 new members, who gets a \$75

Bookstore credit and a set of CAP regulations and manuals; and Joseph Day, 25 new members who gets \$50 and a set of regulations.

Other senior members earning prizes for recruiting new members were: Howard Cumler and John Stootman, 12 each; H.S. Little and Charles A. Smith, 11 each; Elsie Hasty and Louis Lebron, 10 each; Ray Galambos, eight; Harold Cabiniss and Lawrence C. Miller, six each; and Glenn Outlaw, five.

Also Richard Collins, Art Trowbridge, Vilma Fischbach, Elizabeth Sedita, David Benton and John J. O'Neill with three each.

Recruiters with two new members each were: Betty McNabb, Peter Wright, Marvin Lane and Paulette Mowbray.

The top cadet recruiters for Florida Wing were Harold Cunningham who recruited 11 new members. David Stark and Cathy Carter tied for second place with five new members each, and Michael Manning with four is in third place.

Michelle Litz, Donald Robinson and Steve Sargent recruited three new members each. David Ogan, Michael Knox, Thomas Hain, Paul Griffith, Jeffrey Nolte, Tim Davis, Peter Bernstein, C.W. Berry, Mark Brown, Stephen McTarsney and R. Brown each recruited two new members.

The senior members and cadets received prizes ranging

from \$50 activity credits, \$25 Bookstore credits, or one-year subscriptions to CAP regulations.

Phase Two of the wing's Project Launch will run through June 1979. Similar prizes will be awarded at the end of phase two.



COCKPIT CHECKOUT—Mary Montagna, chairman of Selectmen for the Town of Barnstable, Mass., checks out the instrument panel of an F-106 fighter-interceptor provided by the Massachusetts Air National Guard for an open house held by the Cape Cod Comp. Sq. (Massachusetts Wing) as part of their recruiting drive, which was attended by many parents and community leaders. (Photo by 1st Lt. Michael H. Stines)

Civil Air Patrol News (ISSN-0009-7810)
National Headquarters—Maxwell AFB, Ala. 36112

169203702 18001 S
BOXWELL AMY RUTH H
231 GLEN OBAN DR
ARNOLD MD 21012